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Vol. 62  
1926

THE  
ESSEX INSTITUTE  
HISTORICAL COLLECTIONS

VOL. LXII — 1926

ISSUED QUARTERLY



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SALEM, MASS.

PRINTED FOR THE ESSEX INSTITUTE

1926

SALEM, MASS.  
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1926

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# ESSEX INSTITUTE HISTORICAL COLLECTIONS

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## BLOCKADE RUNNING DURING THE CIVIL WAR

And the Effect of Land and Water Transportation  
on the Confederacy

BY FRANCIS B. C. BRADLEE

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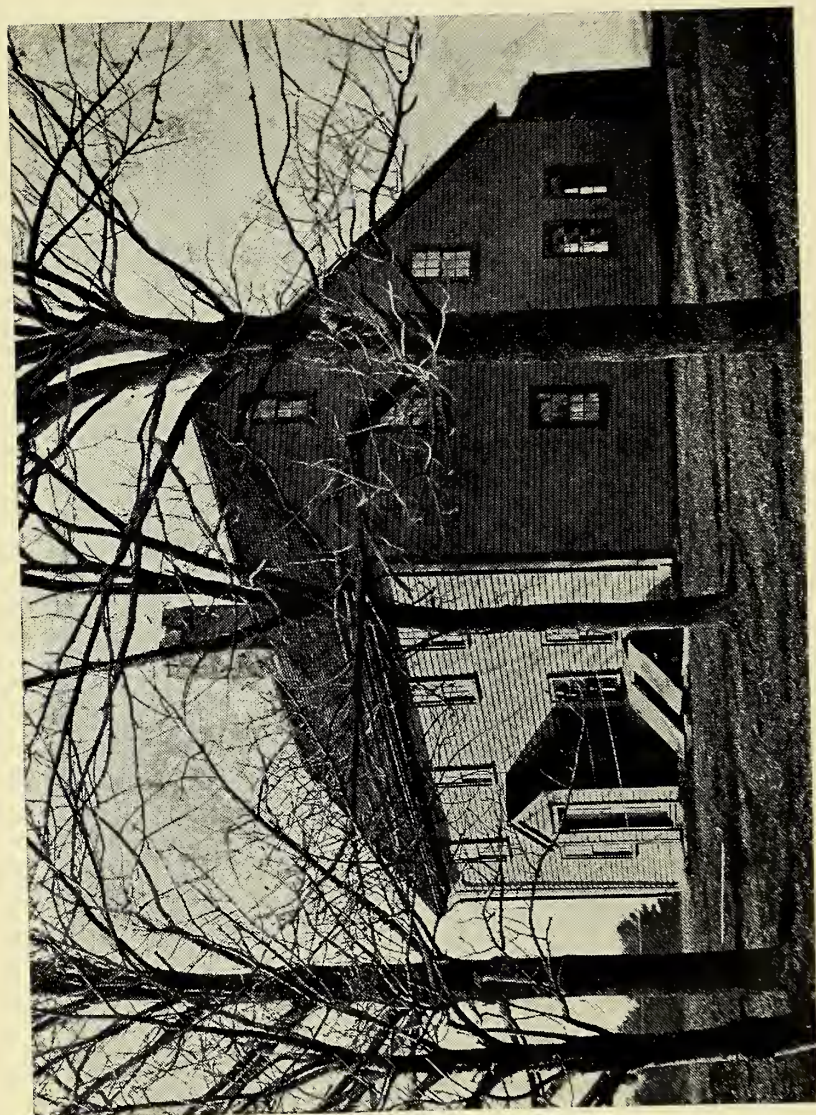
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REBECCA NURSE HOUSE, DANVERS

# HISTORICAL COLLECTIONS OF THE ESSEX INSTITUTE

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VOL. LXII

JANUARY, 1926

No. 1

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## THE NURSE HOUSE.

BY SIDNEY PERLEY.

THE tract of land upon which stands the ancient Nurse house, in Danvers, originally contained three hundred acres, and was granted as follows:

11 of the 11th month 1635.

Graunted by the ffreemen of Salem the day and yeare above written unto mr Townsen Bishop of the same his heires and assignees for ever one fearme conteying three hundreth acres, butting upon mr Endicotts farme on the east, and fowre hundreth pooles in length, and six score poles in breadth, that is to say six score and fowre at the west end and one hundred and sixteene at the East end, bounded by the water, betweene the fearme of the executors of mr Skelton, and him at the North East corner of his farme, And hath there allowed, from mr Endicotts farme, eight acres for an high way, is bounded again at the South west Corner by the brooke,—provided alwayes that in Case of Sale, the town of Salem to have the first proffer of yt before any other.

JOHN ENDICOTT	ROGER CONANT
THOMAS GARDINER	JEFFRY MASSY
	EDM. BATTER

There is no evidence known to the writer that Mr. Bishop ever lived upon this tract of land. His home was in Salem, near the upper end of Essex Street, until he sold the place where he lived in 1645. This land was in the possession of Henry Chickering of Dedham in 1639, probably under a lease. Mr. Bishop built a "mansion house" upon the farm; and conveyed the estate to Mr. Chickering Oct. 6, 1641. Mr. Chickering leased the farm to Richard Ingersoll, probably for seven years. Mr. Ingersoll died in 1644, and his widow married, secondly, John Knight of Newbury, who came there and occupied the farm. For one hundred and sixty pounds,



Mr. Chickering, who was still at Dedham, conveyed to Gov. John Endecott the farm "with the mansion house thereupon built by the said Townsend Bishop, together with all outhouses," Oct. 4, 1648.<sup>1</sup> Governor Endecott conveyed the farm with the buildings to his son John Endecott several years before the testator's death; and confirmed the gift and conveyance in his will, dated May 2, 1659, referring to this farm as "The farm which I bought of Henry Chickerin of Dedham," lying in Salem, "and all houses," which was conveyed to the testator by the above mentioned deed. The governor died March 15, 1665. John Endecott, jr., lived in Boston, and died in 1667, having in his will devised to his wife "the whole farm called Chickerin farm."

An agreement made by the parties in interest relative to what the widow should receive called this "an estate of houses and lands." Mrs. Elizabeth Endecott married, secondly, Rev. James Allen, pastor of the First Church in Boston.

Mr. and Mrs. Allen, for three hundred and thirty pounds, conveyed to Robert Sanford of Boston, husbandman, "one dwelling house and three hundred acres of land," the same tract of land granted to Townsend Bishop in 1635, Feb. 29, 1671-2.<sup>2</sup>

Mr. Sanford brought a suit against Nathaniel Putnam, and at the trial a witness testified that "standing at the hemlock tree,<sup>3</sup> Mr. Allen agreed to the bounds with Nathaniel Putnam, and there was a middle tree marked as a bound by consent of Mr. Allen and the rest of the proprietors there, which tree is standing by the path side near Mr. Allen's house."<sup>4</sup> This was in 1674.

Mr. Sanford reconveyed to Mr. Allen, Nov. 3, 1676, "one dwelling house and three hundred acres of land,"

<sup>1</sup> Records and Files of the Quarterly Courts of Essex County, Volume VII, page 16.

<sup>2</sup> Essex Registry of Deeds, book 4, leaf 84; Suffolk Registry of Deeds, book 8, page 80.

<sup>3</sup> This tree was at the northeast corner of this grant, where the mill stood at the bridge over Crane River, on what is now called Ash Street.

<sup>4</sup> Records and Files of the Quarterly Courts of Essex County, Volume V, page 322.

being the land granted to Townsend Bishop. The property is referred to in the same deed as the "said farm house and three hundred acres of land."<sup>1</sup>

Rev. James Allen of Boston, for four hundred pounds, conveyed the farm, no buildings being mentioned, to Francis Nurse, April 29, 1678.<sup>2</sup>

In June, 1678, in a controversy in the Salem court, George Ingersoll, aged about sixty-one years, testified that the southerly line of the farm ran about 1643, when his father, Richard Ingersoll, lived on the farm, "by a valley on the southerly side of the house now standing upon the said farm." Mr. Nurse bought the farm in April, and he must have built this house immediately for his residence, as apparently there was no dwelling house upon the premises when he bought the farm. At the date Mr. Ingersoll testified, the house would be well along in its construction. Mr. Nurse lived here, and died Nov. 22, 1695. The estate was divided by his children, and that part of the land where the house stands, with the buildings, was released to his son Samuel Nurse. The division deed is dated Dec. 30, 1695.<sup>3</sup> The release to Samuel was of six acres of land on the north side of his own orchard next to the pond by the birch plain," taking in the dwelling house and most of the orchard. At the end of this document, hitherto unnoticed by the writer because it was at the end of the writing and separated from the descriptive portion of the premises released by the formal part of the deed, is a statement that the buildings upon the six acres released to Samuel are "ye house and barn built by our father on the land now Samuel Nurse's." This settles a question which has been undetermined many years, as by whom and when this interesting house was built. Francis Nurse was apparently the first owner of the premises who lived thereon and carried on the farm.

<sup>1</sup> Suffolk Registry of Deeds, book 9, page 406.

<sup>2</sup> Essex Registry of Deeds, book 4, leaf 189.

<sup>3</sup> Essex Registry of Deeds, book 13, leaf 227.



## OLD SCENIC WALLPAPER.

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The rare and interesting paper which until recently adorned the walls of the parlor of the Samuel Ham house at 67 Main Street, Peabody, the home of Miss Annie S. Symonds, is one of four such sets known to have been brought to this country during the early 1800's. It has been removed by the Society for the Preservation of New England Antiquities, and will be preserved as a fine example of an early scenic design. This paper was designed by Charvet, and published in Macon, France, by Defeur in 1803, according to discoveries made by Nancy McClellan of New York, who in connection with her work as interior decorator has been able to secure a set from an old chateau in France. The paper was named *The Savages of the Pacific Ocean Composed on the Discoveries of Captain Cook, of LaPerouse and other Voyagers*. It was shown for the first time at the Paris Exposition of 1806, when it was described as "the most curious example of its kind that the art has yet produced." That which embellished the Ham house consisted of twenty strips, each twenty inches wide and ninety inches high. There is some variation in the length and width of the strips composing the known sets in this country; some have been trimmed at the top to conform to the height of the rooms in which they were used.

The Ham house was built probably about 1810 by Joseph Tufts and Benjamin Goodridge, the latter purchasing Tufts' interest in 1811. Mr. Goodridge was the owner of the property from 1811 to 1829, when it came into possession of John W. Proctor, Esq., a prominent lawyer in that portion of old Danvers. It was held in the Proctor family until 1850, when it was sold to Samuel Ham. The date of the purchase of this paper and the name of the person responsible for its selection may perhaps always remain a mystery. There has been much speculation as to whether it was brought from France by one of the sea captains of that period or purchased of a dealer in this country. In this connection, an item found by the writer in scanning the columns of the *Salem Gazette* during the first quarter of the nineteenth century, may be suggestive. The first mention of scenic





FIVE STRIPS OF EARLY WALLPAPER, REPRESENTING SCENES IN THE HAWAIIAN ISLANDS DURING CAPTAIN COOK'S VISIT, 1778 AND 1779.

Courtesy of the Pennsylvania Museum.





DETAIL OF WALLPAPER SHOWING THE DEATH OF CAPTAIN COOK.

wallpapers noted during this period was the advertisement of the well-known booksellers, Cushing & Appleton, under date of August 6, 1822. Several other dealers advertised these papers during that year but this particular announcement is especially significant from the fact that it not only refers to a Captain Cook paper, but also gives the names of several other designs in use at that time.

The advertisement follows:

## ***SUPERB VIEWS***

*Vying with the productions of the  
first masters' pencils.*

CUSHING & APPLETON, CENTRAL  
BUILDING, have lately added to their  
Paper Hangings Stock,

A grand view of the neighborhood  
of the Pyramids and of the battle  
fought there, under Kleber.

Indian Tiger Hunt.


Grand Deer Hunt.

Scenes in Capt. Cooke's voyage  
round the world.

Majestic Scenery in Switzerland,  
France, Italy, Greece and China,  
with Marbled and Balustrade  
Peristyle Papers to suit.

Rich Fire Board Pieces.

Plain satined and velveted Paper  
Hangings and Borders of every  
ground, figure & price.

 Some neat figures that will come  
low.

††† All the above will be sold at the  
most moderate terms.

The discovery of the Sandwich Islands by Captain Cook, whose companions brought back to England the wonderful story of new lands and a strange people, stirred England to the depths. The descriptions of the savage customs and tropical surroundings recorded in "The Voyages" were appealing subjects for designers of wallpaper, and the tragic death of the Captain in that far-away land also lent a thrill to the story which, when depicted, was sure to be eagerly sought by a curious public.



A description of the scenes represented on this paper was given in the *Pennsylvania Museum Bulletin* for October, 1921. The museum collections had been enriched by the presentation of an unused set in as perfect condition as when first made, by Dr. Anna Mitchell McAllister, whose grandmother, the wife of John McAllister, the well-known engraver of Philadelphia, was Capt. Cook's sister-in-law. Mrs. Cook presented her sister with the rolls as a remembrance of her association with the family. We quote from the *Bulletin*:

"Instead of featuring the unfortunate circumstances surrounding the last hours of Cook (though he does portray the death most accurately in a small section of one of the panels) he preferred as his main theme what Burton Holmes might call a glimpse of the idyllic life of the Hawaiians. Here we see the natives building their straw huts; grouped beneath cocoanut or papaia, impaling fish on sticks to dry them in the sun, dandling their children under bananas bowed down with ripening fruit, and in the center of the scene three graceful girls are dancing to the tune of pipe and drum and clapping hands, while a chief, with sacred wand and feathered helmet, looks on approvingly and other of his subjects stand or sit on the flower-covered banks. It should be noticed that the inhabitants of (the artist's) Hawaii are of two distinct races. One is scarcely dark-skinned, tall and lithe, of almost Grecian grace and carriage; these are the superiors and the chief and dancing girls are of them. The others are small and black and woolly-headed; though they are idle, their mien betokens them a servile people. The costumes of all are remarkable. The artist had apparently read with care the descriptions in "The Voyages" and where some article of dress is described in detail there, such as the warriors' feathered helmets or the red cloaks of the priests, these he has portrayed with surprising accuracy. Where he depended upon his imagination the garb becomes fantastic but no less attractive. In his conception, classical was apparently synonymous with savage; toga and tunic, stola and sandals are much in evidence, but here and there a European coif

surmounted by a somewhat Turkish turban varies the possible monotony of classicism.

"In the central background lies Karakakoa Bay, where are anchored the *Discovery* and the *Resolution*. But the scene depicted here is in marked contrast to the pastoral peacefulness of the foreground. On a promontory jutting into the bay stand the huts of Kowrowa, and from the beach up the slope to the village there is a confused scene of battle; crowds of excited natives armed with bows, spears, and clubs are attacking a handful of Captain Cook's men who are defending themselves with ineffectual musket fire backed by the twelve-pounders on the ships. The surf is filled with boats in which the antagonists are also struggling, while Cook himself stands at the water's edge portrayed as he was last seen. At this moment he was 'calling out to the boats to cease firing and pull in. Whilst he faced the natives none of them had offered him any violence, but having turned about to give orders to the boats he was stabbed in the back, and fell with his face into the water.' So runs the tale in the words of Captain King, and on the wallpaper there is the intrepid commander with arm outstretched giving his last command and just behind him stands a savage with short spear raised about to plunge it in the Captain's back. The artist chose the dramatic moment for his picture and followed the account of the survivors with pleasing accuracy. We can descry in the enlarged section of the paper reproduced here not only the imminent death of Cook but also higher on the slope the morai or temple inclosure, in front of which is the tent that the British pitched for astronomical observations. Over the whole scene hangs a twisted gray smoke cloud issuing sluggishly from the crest of Mauna Loa."

H. S. T.

## A LIST OF SALEM VESSELS IN 1765.

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COPIED FROM THE CURWEN MANUSCRIPTS IN POSSESSION  
OF THE ESSEX INSTITUTE

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### FISHING VESSELS.

- ANN, sch., 52 tons, Samuel Bacon, owner.  
BETSEY, sch., 50 tons, Francis and Joseph Cabot, J. Foster of Manchester, owners.  
DOLPHIN, sch., 58 tons, Jonathan Ropes, jr., owner.  
DOLPHIN, sch., 55 tons, S. Gardner, owner.  
ELIZABETH, sch., 43 tons, Benj. Symonds, master, B. Pickman, owner.  
ENDEAVOUR, sch., S. Barton, jr., owner.  
ESTHER, sch., 55 tons, Timothy Orne, Benjamin Osgood, owners.  
EUNICE, sch., 62 tons, Timothy Orne, John Felt, David Felt, owners.  
FAME, sch., 61 tons, Samuel Gardner, George Dodge, D. Mackey, owners.  
GEORGE, sch., 40 tons, Timothy Orne, Jno. Felt, David Felt, owners.  
HAMPTON, sch., 31 tons, George Dodge, Stephen Webb, owners.  
HAWK, sch., 55 tons, Jonathan Orne, owner.  
JOHN, sch., 55 tons, Jno. Felt, T. Orne, D. Felt, owners.  
JOSEPH, sch., 44 tons, Samuel Bacon, owner.  
LARK, sch., 53 tons, B. Pickman, owner.  
LARK, sch., 54 tons, Josiah Ober, Beverly, master, Jonathan Ropes, jr., owner.  
LUCRETIA, sch., 57 tons, Miles Ward, jr., owner.  
LYDIA LYNDE, sch., 50 tons, B. Lynde, Esq., Peter Frye, owners.  
MARY, sch., 55 tons, S. Bacon and Beverly men, owners.  
MARY, sch., 27 tons, Capt. R. Derby, owner.



- MERCURY, sch., 61 tons, John Prince, owner.  
MOLLY, sch., 61 tons, Francis and Joseph Cabot, J. Lovet  
of Beverly, owners.  
MOLLY, sch., 59 tons, Benja. Osgood, owners.  
NANCY, sch., 63 tons, Francis and Joseph Cabot, James  
Cook, N. Archer, owners.  
OLIVE BRANCH, sch., 54 tons, George West, master,  
B. Pickman, owner.  
POLLY, sch., 49 tons, B. Pickman, jr., owner.  
POLLY, sch., 58 tons, William West, owner.  
ROBBIN, sch., 58 tons, B. Pickman, owner.  
SALEM, sch., 37 tons, Daniel Mackey, S. Gardner, owners.  
SALLY, sch., 36 tons, Timothy Orne, B. Osgood, John  
Cloutman and Beverly men, owners.  
SAMUEL, sch., 56 tons, Sam. Williams, owner.  
SPARROW, sch., 30 tons, Peter Frye, P. Ober of Beverly,  
owners.  
SWALLOW, sch., 60 tons, Jere Hacker, owner.  
SWALLOW, sch., 50 tons, Robert Standley, Beverly, mas-  
ter, B. Pickman, owner.  
SWAN, sch., 63 tons, Gamaliel Hodges, owner.  
THANKFUL, sch., 45 tons, Abel Gardner, owner.  
THOMAS, sch., 59 tons, Tho. Eden, owner.  
TRYALL, sch., 45 tons, Wm. Symonds, master, B. Pick-  
man, owner.  
TWO BROTHERS, sch., 55 tons, Samuel Bacon, owner.  
UNION, sch., 52 tons, Jeremiah Hacker, owner.  
VICTORY, sch., 28 tons, Jere Hacker and his mother,  
owners.  
VOLANT, sch., 65 tons, Francis and Joseph Cabot, owner.  
WILLIAM, sch., 50 tons, Francis and Joseph Cabot, N. Sy-  
monds, owners.  
WILLIAM, sch., 46 tons, Samuel Cottman, owner.  
WILLIAM, sch., 58 tons, B. Pickman, P. Frye, owners.  
WILLIAM, sch., 43 tons, Jona. Ropes, jr., B. Punchard,  
Edmund Bickford, owners.  
WILLIAM, sch., 58 tons, Jonathan Giles, master, William  
West and Peter Frye, owners.  
——, sch., Widow Crowninshield, owner.

- , sch., Benjamin Goodhue, owner.  
 ———, sch., Joshua Grafton, owner.  
 ———, sch., Joseph Grafton, owner.  
 ———, sch., 46 tons, Jeremiah Hacker, owner.  
 ———, sch., 56 tons, Tho. Mason, George Williams,  
 owners.  
 ———, sch., Jonathan Peale, jr., owner.

## VESSELS ENGAGED IN FOREIGN TRADE.

- ALBION, bgtne, Jno. White, jr., owner.  
 ANTELOPE, ship, 175 tons, John Derby, master, Richard  
 Derby, owner.  
 BALTICK, sch., Richard Derby, jr., owner.  
 BENJAMIN, bgtne, Jno. Crowninshield, B. Pickman and  
 W. Eppes, owners.  
 BETSEY, bgtne., John, Jacob and George Crowninshield,  
 owners.  
 BRANFORD, bgtne., William West, B. Pickman, B. Pick-  
 man, jr., owners.  
 BENJAMIN, bgtne, Jno. Crowninshield, B. Pickman and  
 W. Eppes, owners.  
 CATO, sch., Timothy Orne, Francis and Joseph Cabot,  
 owners.  
 CICERO, sch., Timothy Orne, Jonathan Gardner, George  
 Dodge, owners.  
 DOLPHIN, sch., George Crowninshield, Wm. Slewman,  
 owners.  
 DOVE, sloop, ———.  
 ENDICOTT, snow, B. Pickman, owner.  
 GREYHOUND, bgtne., D. Barton (?), R. Shillaber, D. Mas-  
 ury, Jno. Pidgon, owners.  
 HITTY, snow, Samuel Bacon, owner.  
 HITTY, sch., Miles Ward, owner.  
 HUNTER, sloop, Jonathan Orne, Jonathan Millet, owners.  
 INDUSTRY, sch., John Gardner, jr., owner.  
 JOSEPH, bgtne., Richard Derby, jr., owner.  
 LEOPARD, sch., Jno. Hodges, Gamaliel Hodges, owners.  
 LEOPARD, bgtne., B. Pickman, Peter Frye, owners.



MARY, bgtne., William West, B. Pickman, B. Pickman, jr., owners.

NEPTUNE, sch., S. Gardner, D. Mackey, owners.

ORCHARD, sch., Daniel Herrick, owner.

PATTY, sch., Richard Derby, owner.

POLLY, sch., Jonathan Ropes, jr., owner.

PORTER, sch., B. Pickman, Eb. Putnam, owners.

POSTILLION, sch., Richard Derby, jr., Hasket Derby, owners.

RANGER, sch., 78 tons, Miles Ward, owner.

ROBIN, sch., 58 tons, Samuel Cook, jr., master.

ROYAL OAK, sloop, Ezekiel Fowle, Tho. Poynton, owners.

SALEM, bgtne., Francis and Joseph Cabot, owners.

SALISBURY, sch., B. Pickman, owner.

SALLY, sloop, Richard Derby, owner.

SWAN, sch., coaster, Peter Frye, owner.

TARTAR, bgtne., B. Pickman, owner.

## OLD NORFOLK COUNTY RECORDS.

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*(Continued from Vol. LXI, page 360)*

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Danell Thirston of Nubery, for the remainder of debt due originally from John Wells of Newbery to James Davis, sen., now deceased, upon purchase of his house and land in Haverhill between Mr. Wards and Leift. Browns, for which said Thirston was suretie, being about sixty pounds, conveys to James Davis of Haverhill, son of James Davis, sen., being administrator to his fathers estate, a parcel of meadow and comonage in Haverhill, which land was security to sd Thirston from said Wells, upon entering into partnership. This same land being about fowerteen acres upland in ye great playn at Haverhill, formerly in possession of present grantee and purchased by sd. Wells of Robert Clement of Haverhill. Also about two acres meadow, in Haverhill, bought of sd Clement, at Hauks meadow, bounded by John Haseltines meadow. Also conveys one acre meadow in a place called bare meadow, in Haverhill, to be laid out of the meadow which at time of sd Wells purchase was in possession of Robert Clement. Also two comonages bought of sd. Clement. All this with housing, fencing etc., according to specifications in deed dated April 3, 1677, which said Wells gave to sd. Thirston. Jan. 26, 1680. Wit: ——— Ack. by Daniell [his O mark] Thurston, 26.11.1680, before Nath. Saltonstall, assistant.

John Stevens, sen., husbandman, for certain lands conveys to William Allin, sen., house carpenter, about eleven acres upland in Salisbury, at a place commonly called Cunners Neck, bounded by Merrimack mayn river side up to ye head of ye Creeke, with a convenient highway through the remaining part of sd. Stevens land to the present highway, running from the Merimack river to ye comon. Dec. 29, 1677. Wit: Tho: Bradbury, Timothy

Swan. Ack. by John [his I mark] Stevens, April 8, 1680, before Nath. Saltonstall, assistant.

Tho: Bradbury of Salisbury, gent., for a certain Ysland of upland, conveys to William Allin, sen., of same town, house carpenter, about fower acres upland and swamp in Salisbury, being part of my land adjoyning that of John Stevens and of that land which sd. Stevens and myself bought of William Partridg, some time of Salisbury, now deceased, bounded by the purchase between said Stevens and myselfe, in ye range of ye ould feild and so to contain all land adjoyning to sd. Stevens land next to ye old barne. 29:10.1677. Wit: John [his I mark] Stevens, Timothy Swan. Ack. by Capt. Tho. Bradbury, April 8, 1680, before Nath. Saltonstall, assistant.

James Davis of Haverhill, conveyed to Thomas Sargent of Amsbery, three sweepage lots of meadow land in Salisbury, at ye beach, so called; bounded with a lot formerly of William Sargent, with John Dickisons lot, ye beach and black rock creek. May 10, 1680. Wit: Tho. Wells, Sam<sup>l</sup> ffoot. Ack. by James Davis, sen., and his wife, Elizabeth [her D mark] Davis, May 14, 1680, before Nath. Saltonstall, assistant.

William Hooke of Salisbury, gent., for £15, conveys to Joseph ffrench of same town, house carpenter, about thirty acres upland in Salisbury, above the mill, the twenty seventh lott in number; between lands of Rodger Easman and Mr. Tho. Dumer, butting upon Pawwaus River, as by Salisbury town records. Feb. 27, 1674. Wit: Tho. Bradbury, Mary [her M B mark] Bradbury. Ack. by Mr. William Hooke, Feb. 27, 1674, before Robert Pike, commissioner.

Ephraim Winsly of Salisbury, cordwinder, and Mary his wife, for £19, conveys to Caleb Moody of Nubery, maulster, about two acres marsh in Salisbury, near to ye towne creek, bounded by a ditch belonging to ye meadow of Mr. John Dole, the point of a little Iland, by a cove, the side of a great Iland, by the edge of the flats to low water mark and by ye creeke to Doles ditch. June 13, 1681. Wit: Steven Greenleaf, Joseph Pike. Ack. by Ephraim Winsley and his wife Mary [her M mark] Wins-



ley at Nubery, 8:5:1682, before Tho. Danforth, Dep<sup>t</sup> Gov<sup>r</sup>.

Ephraim Winsley of Salisbury, on ye north side Merimack River for £35, conveys to Ensigne Steven Greenleaf of Nubery, about three acres tyde meadow in Salisbury, being part of a sixteen acre lot granted to my father, Mr. Sam<sup>n</sup> Winsley and sold by him to my brother Sam<sup>n</sup> Winsley and becoming mine by virtue of my executorship to the will of my brother, the said Sam<sup>n</sup>. Bounded by an old ditch, and butting on ye upland of an iland of said Ephraim Winsley, by a creek leading to the town landing place. April 29, 1681. Wit: Tho. Noys, Will<sup>m</sup> Noys. Ack. by Ephraim Winsley, May 5, 1681, before Nath. Saltonstall, assistant. Mary [her M marke] Winsley, wife of said Ephraim yielded up her dower rights, Nubery 8:5:1681, before Tho. Danforth, Dept. Gov<sup>r</sup>.

Whereas there was a judgment acknowledged by Phillip Grele unto Mr. Tho. Bradbury for three thousand marchantable white oake barrill staves or fiveteen hundred marchantable white oake pipe staves at Salisbury Court, April 14, 1674, upon which execution was granted and extended by Henry Dow, Marshall, Sept. 14, 1674, upon about an acre of fresh meadow of sd Grele, in Salisbury, bounded by a nue ditch, an old ditch, a creek and a meadow of sd. Grele, said meadow being delivered to sd. Bradbury. Therefore said Tho. Bradbury conveys to sd. Phillip Grele the said meadow by virtue of said execution. Feb. 5, 1680. Wit: John Mack, Sarah [her S mark] Reede. Ack. by Capt. Thomas Bradbury, July 20, 1681, before Nath. Saltonstall, assistant.

Jno. Dickison, sen., of Salisbury, planter, for £11 and other good pay, conveys to Rodger Easman of same towne, carpenter, five and one half acres upland in Salisbury, between land now of Richard Hubbard and that of said Jno. Dickison, butting upon ye millway and upon land now in possession of said Roger Easman. Nov. 5, 1680. Wit: Dan<sup>n</sup> Moody, John Mack. Ack. by Jno. [his D mark] Dickison, sen., before Nath. Saltonstall, assistant.

Thomas Barnard of Salisbury, husbandman, for a sweepage lot of salt marsh, conveys to Onesophorus Page of Salisbury, weaver, about two acres marsh in Salisbury,

in a place commonly called Halls farme being formerly the lot of my father, Tho. Barnard, sen., next John Crams Marsh, Jno. Stanians marsh and that of Jno. Clough. April 15, 1670. Wit: Sarah [her S mark] Read, Tho. Bradbury. Ack. by Tho. [his X mark] Barnard, July 19, 1681, before Nath. Saltonstall, assistant.

Onesiphorus Page of Salisbury, weaver, for a two acre lot of salt marsh made sure to him by Tho. Barnard, jun., conveys to said Tho. Barnard, jun., about eighty four rods sweepage lot of salt marsh at ye beach in Salisbury, formerly ye lott of Tho. Hauxworth, some time of Salisbury, deceased, being lott sixteen in number, between lots of Tho. Barnard and Anthony Colby, originally butting upon ye beach and the great creek which comes from ye rivers mouth by black Rocks. April 15, 1674. Wit: Sarah [her S mark] Read, Tho. Bradbury. Ack. by Onesiphorus Page, July 19, 1681, before Nath. Saltonstall, assistant.

Whereas Leiftenant Phillip Watson Challis, formerly of Amsbery now deceased, did in his lifetime sell to Isaac Moirill of Salisbury, blacksmith, about forty acres land in Amsbury, bounded by ye country highway and a way that leadeth to burchen meadows, by land of Susanna Whitridg and lotts of Jno. Hoyt, sen., and Tho. Dumer, there being no conveyance of ye bargained premises made while said Challis was living, therefore, Mary, relict of said Phillip and by order of ye court administratrix to his estate, confirms her husbands covenant and conveys aforesaid land to said Morrill. July 23, 1681. Wit: Joseph Large, John Barnard. Ack. by Mary [her X mark] Challis, Sept. 21, 1681, before Nath. Saltonstall, assistant.

Josiah Cobham of Salisbury, yeoman, for £4 6s. and a bill of £7, 14s. conveys to Phillip Challis of same town, planter, a full half of my great lott of upland in Salisbury in ye upper range of ye great lotts upon ye west side of ye Pauwas river, containing about fifteen acres, to be divided just in ye midst, said half lying between lott sold to Edward Cottle and land of Anthony Colby, butting upon comon ground and upon ye highway.



7, 10, 1653. Wit: Tho. Bradbury, Mary Wiggin. Ack. by Mary Cobham, wife of Josiah Cobham, 3, 3, 1657, before Tho Bradbury and Isaac [his F mark] Buswell, commissioners of Salisbury Ack. by Josiah Cobham, 16:2:1657, before Tho. Wiggin.

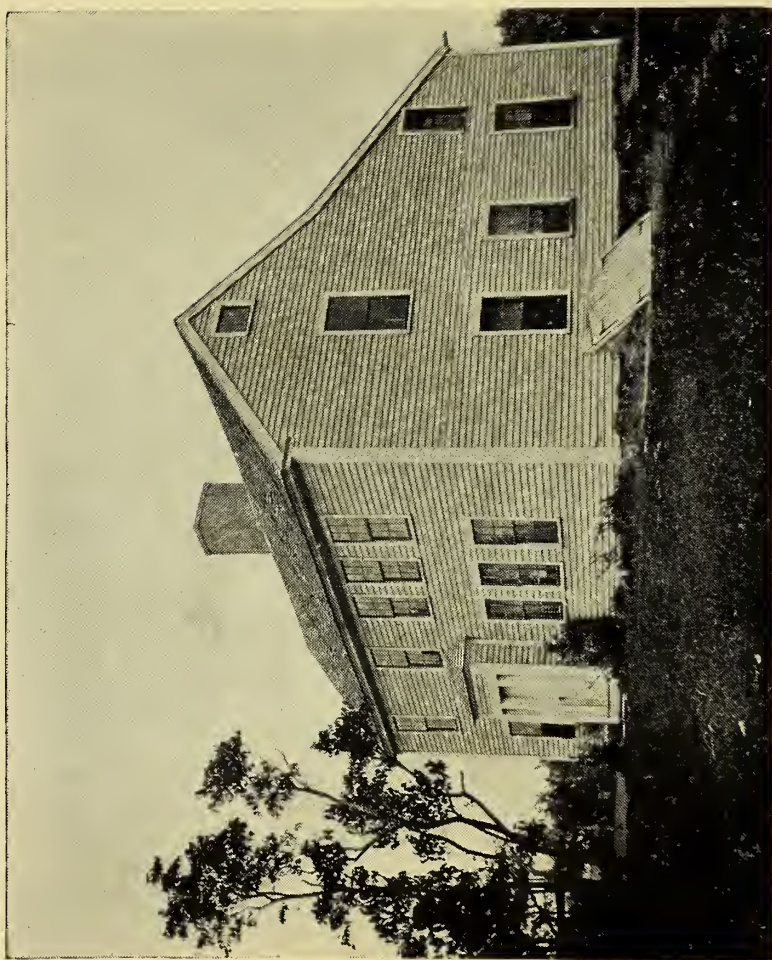
Georg Martyn of Salisbury, blacksmith, with consent of Susanna, his wife, for £13, conveys to Phillip Challis of Salisbury, planter, his dwelling house and about seven score rods of ground belonging thereto, over and above ye one full and complete half of that lott which was given by ye town of Salisbury to Thomas Macy and sold by him to said Martyn, being on ye west side of ye Paw-waus river, between lots of William Sargent and Jno Hoyt, butting upon land of Tho. Barnet. Also conveys about two acres of meadow in ye new meadows, between meadow lots of Tho. Barnett and Vallentine Rowell. 11, 2, 1650. Wit: Tho. Bradbury, Abraham Drake. Ack. by Georg [his M mark] Martyn, Susanna his wife being examined alone, consenting freely, knowing she was thereby concluded of her thirds. 11:2:1650, before Ri: Billingham, Samuel Symonds.

Rodger Easman of Salisbury, planter, conveys to Phillip Challis of same town, planter, about three acres salt marsh in Salisbury, in ye hog house marshes towards ye Rivers mouth, between lotts of Henry Brown and William Barnes, butting upon ye River Merimack and upon a small creek. 15:2:1659. Wit: Tho. Bradbury, John Eaton. Ack. by Rodger [his T mark] Eastman, 15:2:1659, before Salisbury Court, Tho. Bradbury, rec<sup>r</sup>.

John Wood of Amesbury, planter, conveys to Leift. Phillip Challis, of same town, planter, about forty-five acres land bounded with a highway, and lying between land of Phillip Challis and Tho. Barnard, jun., near Coblers brook. March 17, 1669 or 70. Wit: Tho. Currier, Willi. Sargent, jun. Ack. by John Wood, 14:2:1674, before Salisbury Court, Tho. Bradbury, rec<sup>r</sup>.

*(To be continued)*





THOMAS PRESTON HOUSE, DANVERS



## DESCENDANTS OF ROGER PRESTON OF IPSWICH AND SALEM VILLAGE.

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BY CHARLES HENRY PRESTON.

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*(Continued from Volume LXI, page 440.)*

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In the course of this contest Endicott cut wood and timber on the disputed territory which was a portion of that occupied by Tarbell and Preston. The testimony of two witnesses in this affair is interesting: "Hugh Jones aged 46 years and Alexius Reinolds aged 25 years testify and say that we these desponents being desired by Mr. Zerubbable Endicott to cut up some wood for his winter fire wood accordingly went with our teams which had four oxen and a horse and there we met with several other teams of our neighbors which were upon the same account that is to say to help carry up Mr. Endicott some wood for his winter firewood and when we had loaded our sleds Thomas Preston and John Tarbell came in a violent manner and hauled the wood out of our sleds and Francis Nurse being present demanded whose men we were. Mr. Endicott being present answered they were his men." Upham says "these witnesses testify that this 'battle of the wilderness' lasted two days, Endicott's men cutting the wood and loading the teams and Nurse's men pitching it off." The case was decided against Endicott.

The "witchcraft delusion" broke out in Salem Village early in 1692; certain young girls claimed that they were bewitched and tormented by older persons, three of whom they at once accused and warrants were issued for their arrest, the complainants being Joseph Hutchinson, Edward Putnam, Thomas Putnam and Thomas Preston. Before the end of the year the delusion had had its run, but in that time many persons had been accused and some of them executed; among them, Rebecca Nurse, the mother of Thomas Preston's wife, and her two sisters, Mary Easty and Sarah Cloyse. There were few people in the

Village who did not at first believe the testimony of these young girls, but it is certain that Thomas Preston must soon have seen his error. He was ever after an uncompromising enemy of the minister Mr. Parris, who fostered the delusion.

The following items are from the Parish Records of Salem Village: In 1681 in a "Rate for all charges" Thomas Preston was assessed £1-10.

17 Jan. 1683-4 "Chosen to take an invoice of mens estates, Edward Putnam, Thomas Preston and Jacob Fuller." 18 June 1689 "These were chousen for a Comitty for the yeare Insueing Capt. John Putnam Joshua Rea Senr. Ensign Thomas Flint Edward Putnam and Thomas Preston." "Salem Village the 3 of February 1692-3 The Inhabitants of this village are desired to meet together at their ordinary place of meeting on the 14th day of this instant February at 11 of the Klock in the Morning to consider and agree and determine who are capable of voting in our public transactions by the power given us by the general Court order at our first settlement and to consider of and make void a vote in our book of records on the 18 of June 1689 where there is a Salary of Sixty pounds stated to Mr. Paris he not complying with it: Also to consider of and make void several votes in our book of records on the 10 of Oct. 1692 where our ministry house and barn and two acres of land seems to be conveyed from us after a fraudulent manner: and to consider of and agree about what shall be done for the reparation of our meeting house and ministry fences."

Thomas Preston

Joseph Pope

Joseph Holton

John Tarbell.

1 Aug. 1696 "Lt. Nath. Putnam Joshua Rea Sen and Thomas Preston and Joseph Holton plan to go to Boston to the Reverend Elders to take their advice about getting a minister."

On the rate for Sept. 24, 1697 "Widow Preston and Son" are assessed 12 shillings.

10 Mar. 1698 "Granted liberty to Abigail Hutchinson Margeritt Case Ruth Sibley Martha Preston Sarah Bux-



ton Mary Tarbell and Margeritt Nurs to build up the hindermost seat in the north east corner of the galery of the meeting house for themselves to sit in."

In 1699 in the seating of the Meeting House "the widow Preston" was one of those seated "in the double seat below."

In 1701 John and David Preston were in the "3d seat front galery."

In 1703 Widow Preston was in "the shorte fore seate below for women.

Jonathan Preston and David Preston, sons of Thomas were last taxed in Salem Village in 1724.

Thomas Preston died in 1697 and administration was granted to the widow Rebecca and son John Preston, Oct. 4, 1697; an inventory was returned Jan. 3, 1697, but the estate was finally settled by a deed dated June 7, 1711: "To all Christian people to whom these presents shall or may come, Greeting. Know yee that Ezekiel Upton of Reading in ye county of Middlesex husbandman who married with Rebecca Preston who is since decd. one of ye daughters of Thos. Presson late of Salem decd. on behalfe of his children which he had by his said wife viz: Isabella, Anne, Elizabeth and Ezekiel. Peter Cloyse of Framingham in ye county of Middlesex husbandman and Mary Cloyse his wife one of ye daughters of ye aforesaid Thos. Presson Decd. Thomas Presson of Reading in ye county of Middlesex. husbandman one of the Sons of ye sd Thomas Presson Decd. David Judd of Salem in ye county of Essex cordwainer and Martha Judd his wife one of ye daughters of ye Sd. Thos. Presson Decd and Jonathan Presson and David Presson both of Salem aforesd husbandmen, two of ye sons of ye aforesaid Thomas Presson decd. For and in consideration of ye sum of 96 pounds to them in hand well and truly payd by their brother John Presson of Salem husbandman and for an amicable agreement referring to their aforesaid father Thomas Presson decd. his estate and for divers other good and lawful considerations them hereunto moving have given granted released enfeoffed conveyed and confirmed unto ye sd John Presson all their right, share, etc. which they now have . . . . .

of ye estate of their aforenamed father Thomas Presson Decd. whether real or personal..... in ye township of Salem aforesd or elsewhere ..... (Essex Deeds. Vol. 24, p. 271.)

II 5 Samuel Preston (Roger), born in Ipswich, Mass. 1651; died in Andover, Mass., 10 July 1738; aged abt. 84 yrs. (Town rec.) Married first, 27 May 1672 in Andover, Susannah, daughter of William and Elizabeth Gutterson;\* She died there 29 Dec. 1710; married, second, in Andover, 24 Sept. 1713, Mary (Rowlandson) Blodgett, widow of John Blodgett; she was daughter of "Thomas and Dorethie Robenson"; born in Salisbury Mass., 24 Aug. 1666; she died in Andover 1 Mar. 1738-9.

Children, born in Andover:

17. SAMUEL, b. 16 Mar. 1672/3.
18. WILLIAM, b. 11 Jan. 1674. (5?)
19. SUSANNAH, b. 30 Mar. 1677; d. in Andover, 20 Feb. 1741/2; m. there 24 May 1705, James, son of Henry and Sarah (Ballard) Holt; b. in Andover, 3 Sept. 1675; d. 25 Nov. 1751; ch.: 1. Abigail, b. 20 Mar. 1705/6; d. 10 Nov. 1716; 2. James, b. 1707; m. 22 Oct. 1733, Mary Chandler; 3. Zerviah, b. 1712; d. 9 Oct. 1715; 4. Barzilla, b. 25 Oct. 1716; m. 27 Aug. 1738, Elizabeth Goss; 5. Rhoda, d. 14 Mar. 1742; 6. Abigail, d. 10 Feb. 1749/50. (Thomas Chandler was guardian of a dau. Bridget.)
20. MARY, b. 5 Jan. 1678 (9?); m. 26 Mar. 1702, Benjamin, son of Robert and Mary (Marshall) Russell; b. 12 June 1677. Ch.: 1. Benjamin, b. Apr. 1702; m. 13 July 1724; d. 5 Oct. 1754; 2. Mary, b. 1705; m. 1725, Samuel Marcy; 3. Abigail, b. 1710; m. 29 Mar. 1726, Seth Lyon; 4. Lydia, b. 15 Dec. 1713; 5. Joseph, b. 5 June 1717, in Ashford, Conn.; 6. Zerviah, bapt. 20 Mar. 1719, in Ashford; (Samuel and Mary (Russell) Marcy of Woodstock, Conn., had son Zebedia, who m. Phebe Pearl; their dau. Lucy Marcy m. Abijah Sibley; their son Dr. Joseph Crocker Sibley was father of Cong. Joseph Sibley of Pa. and of E. H. Sibley.) Benjamin Russell was in Andover as late as Dec. 1715, then moved to

\* William Guttason, also spelled Goddason, finally corrupted to Gutterson, held a share of Plum Island 1644 and was probably a fisherman, but little is known of him. He was a witness, 24:2:1646 on will of Joseph Morse of Newbury. 1:18 Ipswich Court. He only marks. When a petition was made by Major Dennison, 1648, he signed. He was perhaps from Island of Jersey. He died June 26, 1666, by report of the administrator brought by Elizabeth, his wife, July 12, 1666. Probated Sept. 26, 1666. He wrote or spelled his name Gudderson, 1:18:1646. Elizabeth perhaps married, second, John Callum, in Haverhill, Nov. 17, 1670.



- Middlesex Co. and thence to Ashford, Conn. Mary, wife of Benj. Russell, admitted to South Church, Andover, 22 June 1712.
21. JACOB, b. 24 Feb. 1680/1.
  22. ELIZABETH, b. 14 Feb. 1682; m. 16 Jan. 1705/6, John Holt; he m. 2nd, 17 July 1712, Mehitable Wilson; 6 ch. by second wife.
  23. JOHN, b. 1 May 1685.
  24. JOSEPH, b. 26 Jan. 1686/7.
  25. RUTH, b. 7 Feb. 1688/9; m. 7 June 1710 (8 June ch. rec.), Hugh Tayler ("a stranger and sayler" int.).
  26. LYDIA, b. 8 Oct. 1690; m. 26 Feb. 1715 in Woodstock, Conn., "Lydia Preston of Woodstock and Daniel Holt of Killingly" (int. Andover, Mass., 22 Jan. 1715, to Daniel Holten.)
  27. PRISCILLA, b. 19 Mar. 1695/6; d. in Andover, 29 Jan. 1715/6; m. there, 22 Feb. 1714/5, George, son of Henry and Sarah (Ballard)) Holt; b. in Andover 17 Mar. 1677; d. in Windham, Conn., 1748. Ch.: 1. Elias, b. 16 Jan. 1715/6; d. 25 Jan. 1715/6; he had m. 1st, 10 May 1698, Elizabeth Farnum, who d. 28 Sept. 1714.

Samuel Preston, Sen. was admitted to the church in Andover in 1711; he was a carpenter, though owning considerable land there, and sometimes called yeoman. It is thought he lived near what is now known as "Preston's Plain" near Ballardvale in Andover. He received several grants of land from the town, the first being 1 Jan. 1677, "on ye west side of his lott" and another 1 Mar. 1680, "Granted liberty to Samuel Preston to change two acres he bought of Andrew Foster which was upon the plain by ye pine tree going to good: Ballards, and lay it out adjoining to his new farme."

II 6 John Preston (Roger), born in Ipswich; may have died in Windham Conn.; married in Andover, 2 Nov. 1687, Sarah (Geary) Holt, widow of John Holt, whom she married, 3 July 1685. She was probably daughter of Nathaniel and Ann (Douglas) Geary of Roxbury; born 3 July 1665.

Children, born in Andover:

28. REBECCA, b. 23 Jan. 1688/9; m. Joseph Preston (24).
29. JOHN (twin), b. 17 Mar. 1690/1; d. 17 Mar. 1690/1.
30. THOMAS (twin), b. 17 Mar. 1690/1; d. 18 Mar. 1690/1.
31. JOHN, b. 13 June 1692; d. 17 June 1699.
32. SARAH, b. 26 Feb. 1694/5; d. 7 Nov. 1712.
33. HANNAH, b. 17 June 1698; m. in Andover, 19 May 1719, Nathaniel Farnum; b. 1695; d. in Windham, Conn., 9 July 1760. Children born in Windham: 1. Nathaniel,

b. 9 May 1720; 2. Hannah, b. 14 Jan. 1721/2; 3. Sarah, b. 27 Mar. 1724; 4. Anne, b. 3 Apr. 1726; 5. Solomon, b. 10 Jan. 1727/8; 6. Rebecka, b. 12 Apr. 1730; 7. Asa, b. 11 Nov. 1731; 8. Jeremiah, b. 31 July 1733; 9. John, b. 28 Mar. 1734/5; d. 29 Jan. 1763; 10. Martha, b. 17 Dec. 1736; 11. Aaron, b. 30 May 1742.

34 MARTHA, b. Apr. 1702.

John Preston is said to have lived in the North part of Andover. The town granted him twenty acres of land on the West side of the "Shawshin" river Jan. 1, 1677, but on Mar. 5 he was "granted libertie to change his twenty acres which was granted him on ye west side of Shawshin river and to lay it out adjoining to Nicholas Nichols his land in ye way to good: Holts."

In November 1675 he was one of twelve men from Andover assigned to Capt Gardner's company for service against the Narragansetts. In 1733 these men received grants of land in Narragansett township number three, or what is now Amherst, N. H. In 1727, John Preston, Sen. of Windham, Conn., sold his cousin John Preston, Jun., of Windham, land granted him for serving "his magesty" in an expedition under Capt. Gardner to Narragansett, "he then being of Andover and called John Jun." This deed was sworn in Windham, Jan. 4, 1732, and is recorded in Salem, Mass.

Sarah, wife of John Preston, is on a list of communicants of the church in Andover, begun in 1686. She was also one who signed "a covenant for the gathering and setting of a church in the South precinct of Andover," in 1711, and December 6, 1713 John Preston, Sen. was admitted to full communion.

They doubtless removed to Windham as the deed of Narragansett grant would indicate and June 7, 1723 John Preston was admitted to the church in Windham Village. Two Sarah Prestons were received into the church, one in 1723 and the other in 1724; one of them was probably the wife of John Preston, and the other wife of Jacob. (21)

II 8 Levi Preston (Roger), born in Salem, Mass., 16 July 1662; died in Fairfield, Cumberland Co. N. J., 17 Jan. 1752, aged 91 years (G. S.); married in Swansea, Mass., 16 Oct. 1695, Abigail, daughter of Timothy and



Mary (Russell) Brooks. Levi Preston was buried in an old cemetery on the banks of the Cohansy Creek in Fairfield, N. J., and the grave is marked by a tombstone with this inscription: "In memory of Levi Preston who died January 17, 1752, aged 91 years."

Children:

35. LEVI, b. 22 Mar. 1697.
36. MARTHA, b. 7 Apr. 1699; m. Samuel Bennett; ch. Mary.
37. JOHN, b. 26 Feb. 1701.
38. MARY, b. 14 Aug. 1703; m. Nathaniel Bishop. Ch.: 1. Isaac; 2. Preston; 3. Jeremiah; 4. Zephaniah; 5. Nathaniel; 6. Mary, m. Lupton; 7. Abigail; 8. Elizabeth; 9. Hannah.
39. ABIGAIL, b. 3 Feb. 1705; d. 7 Apr. 1782; m. 28 Nov. 1723, Benjamin Stratton (Benjamin,<sup>2</sup> Richard<sup>1</sup>); b. 19 Sept. 1701; d. 20 July 1751. Ch.: 1. Levi, b. 27 Sept. 1724; d. 28 Mar. 1728; 2. Abigail, b. 25 Feb. 1726; d. 1759; 3. Jonathan, b. 28 Dec. 1728; d. 1759; m. 19 Feb. 1754, Abigail Buck; ch. (a) Ruth, and a son; 4. Benjamin, b. 21 Mar. 1730; d. 1759; m. Sarah Austin; ch. (a) Sarah and (b) Jane; 5. Freelove, b. 26 Feb. 1732; d. 1765; m. 16 Jan. 1755, Ambrose Whitaker (see Shourd's Hist. of Fenwick Colony); 6. Thomazine, b. 20 June 1735; d. 13 June 1785; 7. Elizabeth, b. 28 Oct. 1737; d. 1759; 8. Preston, b. 1 Jan. 1740; d. 20 Apr. 1740; 9. Preston, b. 8 Aug. 1741; 10. Levi, b. 21 Mar. 1743; d. 16 Feb. 1792; 11. John, b. 31 Oct. 1747; d. 1818; m. Eleanor Leake; ch. (a) Elizabeth; (b) John Leake; (c) Gilbert Tennant; (d) Nathan Leake; (e) Levi.
40. ISAAC, b. 10 Sept. 1707.
41. FREELove, b. 29 June 1714; m. William Dare.\* Ch.: 1. Mary, b. 1734; d. 1770; m. Elijah Bowen; 2. William, b. 1736; d. 1811; m. Elizabeth Rose; 3. Levi, b. 1738; d. 1802, unm.; 4. Abigail, d. 1793 in 53rd year; m.

\*1. William Dare m. Constant.

Children:

2. William, d. 1749.
3. Benoni, d. 1770.
4. Elizabeth.
5. Constant.
6. Sarah.
7. Robert, b. 1702; d. 1772.
2. William Dare.

Children:

8. William, m. Freelove Preston.
9. John.
10. Mary, m. — Jessop.
11. Hannah, m. Jonathan Ogden.
12. Elizabeth, m. Isaac Preston; m. 2nd, Jehiel Wheeler.
13. Rachel, m. David Westcott.
14. Sarah, m. Henry Westcott.

Thos. Ogden; m. 2, Ephraim Buck; m. 3, Abiel Shaw;  
5. Freelove, d. 1789 in 47th year; m. Joseph Dayton;  
6. Rachel, d. 1788 in 39th year; m. Jeremiah Harris;  
7. Jonathan, d. young.

Roger Preston, father of Levi, died in Jan., 1666, and his mother, Martha, married Nicholas Holt of Andover in May of the same year; Levi, then only four years old, was probably cared for by his mother in her new home, but some time before his sixteenth year he returned to Salem to live with his brother Thomas who was married in 1669, and lived in what was then known as Salem Village, now Danvers. "The following persons are required to appear before the worshipful Major Hathorne to take the oath of Allegiance to his Majesty and fidelity to the country upon the 25 of March 1678." This list was that of Salem men and included Thomas Preston and Levi Preston. The next and only other record found of Levi Preston in Salem is in the inventory of the estate of his brother Jacob, dated Salem, 30 June 1680; among other items due the estate is the following:

"Per Levy Preston £2..05..0."

There is nothing known in regard to the time of his removal to Swansea, Mass., where the next record appears; he married there, Oct. 16 1695, and the will of John Brooks of Swansea dated Apr. 19 1713 and probated Dec. 20 1714, mentions "sister Abigail Preston at West Gersey," with brothers and sisters at same place.

It is said that he was one of the members of quite a colony which went to New Jersey from Swansea and vicinity about 1709-10.

The record of Levi Preston's birth is from an old Bible printed in 1749, which is in possession of a descendant of Benjamin and Abigail (Preston) Stratton; the Bible was doubtless the property of Benjamin Stratton. The record of births of the children of Levi and Abigail Preston is also given.

His will is dated Feb. 19, 1749/50, and proved Feb. 4 1752; he calls himself "Yeoman, of Cumberland county New Jersey," in good health" etc. mentions daughter-in-law Elizabeth Preston, my son Isaac's widow; grandsons Levi Preston and Isaac Preston, and their three younger brothers William, John and Joseph, all five under twenty-



one years of age; grandson John Preston son of John Preston decd.; son-in-law Samuel Bennet and grand-daughter Mary Bennet; three grand-daughters Freeloze, Tomazin and Elizabeth Stratton, and grandsons Preston and Levi Stratton; grand-daughter Elizabeth Preston; three daughters, Mary Bishop, Abigail Stratton and Freeloze Dare. Appoints "my friend David Wesscoate exec. Witnesses Jonathan Stratton and Jonathan Lawrence.

He had previously given by deed, 100 acres of land to his grandchildren, Esther Preston, Abigail Preston and Hannah Preston, daughters of his son Levi Preston, dated June, 1732 and acknowledged June 20, 1732.

Levi Preston was constable, 1713 and 1722. Surveyor of highways, 1719. Collector, 1721. Assessor, 1728, 1730 and 1731.

It is not known just when he went to Fairfield, N. J., but he was there in 1732, when he deeded land to Fairfield township (County Records, Bridgeton, N. J.)

III. 11 John Preston (Thomas, Roger), born in Salem Village, 20 Nov. 1673; died there, 6 July 1744; married there, first, 10 Aug 1714 Elizabeth, daughter of Moses and Mary (Ormes) Voden;\* born in Salem, 9 July 1679;

\* Moses Voden was a native of the Island of Jersey. In the notarial records of the county of Essex are the depositions of Jona. Ager Shipwright aged 77, Dan. Bacon do. aged 75, and John Masters mariner 62 all of Salem, "nigh neighbors to and well acquainted with Moses Vouden formerly of ye Island of Jersey more lately of Salem afsd. and that he was married to one Mary Ormes of Salem afsd. who is yet living and remains a widow and that by her he had issue only two daughters viz. Mary and Elizabeth who are married as followeth, Mary to one Richard Palmer & Elizabeth to John Presson." Said widow and daughters being alive and well Oct. 29, 1716. The said Mary was born Apr. 6, 1677, and the said Elizabeth born July 9, 1679.

John and Mary Ormes of Salem had children:

1. MARY, b. 26—8—1656; m. 1 Mar. 1674, Moses Voden; he d. 28 Mar. 1681.
2. JOHN, b. 28—9—1658.
3. ELIZA, b. 24—10—1660.
4. JOSEPH, b. 15 Mar. 1663.
5. BENJAMIN, twin, b. 14 July 1665.
6. JONATHAN, twin, b. 14 July, 1665.
7. EDONIE, b. 1 June, 1668.
8. JAMES, b. 14 July, 1670.

he married, second, 28 Dec. 1736, Mrs. Mary Rea, probably widow of John Rea, who died in Salem in 1732.

Children, born in Salem Village:

42. MOSES, b. 6 July 1715.

43. JOHN, b. 4 Sept. 1717.

44. PHILIP, b. 6 Mar. 1719.

John Preston lived on his father's portion of the Francis Nurse or Townsend Bishop farm, he having bought the others' shares by a deed dated June 7 1711. (Essex Deeds vol. 24, p. 271. See under Thomas.) It is thought that he built the house still standing on the triangular piece of land bounded by Sylvan, Ash and Adams streets and known as the Joseph C. Putnam house.

John Preston was a selectman of Salem for many years and was also active in church affairs; in this connection the following items from the Parish Records of the Salem Village Church are of interest.

In 1694 in a "Rate for Mr. Paris" Thomas Preston and son were taxed fourteen shillings; this was John Preston's first tax, he then being twenty-one years of age.

In 1699 by a "seating of the meeting house" John Preston was given a seat in the "front seate in the galary before the pulpeet."

In 1706 and again in 1710 he was one of the "committee for the year." In 1725 he was one of the "committee to seat the meeting house." Mar. 31, 1729 "Capt. Thomas Flint parish Treasurer Sir please pay to John Preston the sum of one pound fifteen shilling and five pence for six days work six quarts of oyl four pounds of cullering one hundred of clapboard nails and a quarter of a hundred of deck nails for our meeting house."

In 1729 he was moderator and also on a committee "to seat the meeting house."

Will of John Preston of Salem:

In the name of God Amen the Twenty ninth Day of May Anno Domini one Thousand Seven Hundred & Forty four I John Preston of Salem in ye County of Essex & Province of ye Massachusetts Bay in New Engld Yeoman: being Sick & weak in Body but of perfect mind and memory thanks be given unto God: therefore calling unto mind ye mortality of my Body & Knowing that it is appointed for all men once to Dye do make and ordain this my Last will and Testament. That is to say Principally & first of all I give & Recommend



my Soul into ye Hands of God that gave it: & my body I Recommend to ye Earth to be Burried in Decent Christian Burrial at ye Discretion of my Executor Nothing Doubting but at ye General Resurrection I shall receive ye Same again by ye mighty power of God: And as Touching Such worldly Estate wherewith it hath pleased God to Bless me with in this Life I Give Demise & Dispose of ye Same in ye following maner and Form.

Imprimus I Give and Bequeath to Mary my Dearly beloved wife the Sum of Fifty Pounds (old Tenor) Together with all such moveable Effects that She Brought when I married her.

Impr. 2 I Give unto my Grand Children vizr: Elizabeth Presson one Hundred pounds (old Tenor) and to my Grand son Joseph Presson Three Hundred Pounds (old Tenor) to be paid when they Shall come of age ye Girl of Eighteen & ye Boye of Twenty one Years.

Impr. I give to my Two sons John & Philip all my Lands Messuages & tenements in what place the same shall or may be found to be Equally Divided betwixt them Both for Quantity & Quality to them their Heirs & assigns forever together with what moveable Effects Both within Doors & without they paying all my Bequeaths above mentioned.

I Likewise Constitute make & ordain my two Sons John & Philip Presson Executors of this my Last will & Testament & I do Hereby utterly Disallow revoke & Disannul all and every other former Wills Testaments Legacies & Bequeaths & Executors by me in any ways before named willed & Bequeathed Ratifying and Confirming this & no other to be my Last will & Testament in Witness whereof I have hereunto Set my hand & Seal ye day & Year above written.

Signed Sealed Published Pronounced & Declared by ye said John Presson as his Last Will & Testament in ye Presence of us the Subscribers.

James Prince  
Ebenezer Nurse  
Francis Nurs

John Preston (Seal)

Essex S. S. Salem July 12 1744 Before the Honble Thos Berry Esqr Judge of Probate of Wills &c. in & for sd County of Essex James Prince Ebenr Nurse and Francis Nurse all Personally Appeard and made oath that they were present and Saw the within Named John Presson late of Salem in sd County of Essex Decd Sign Seal and heard him Publish and Declare the within written Instrut to be his last will and Testamt and when he so Did he was of Sound Mind and Memory to the best of their Discerning and they all at ye Same time Sett to their hands in his Presence as witness.

Sworn Atts Danl Appleton Regr

Upon which this will is Provd Approvd Allowd ye Exes Appd & Acceptd that trust and to give in an Inventory in thirty Days.

To the Honourable Judge of ye Probate of wills This may Certify that I widow of ye deceasd Accept of what my Husband



has given me in his will & Desire ye will may be proved.

Salem July 12:1744.

Witnesses

James Prince

Ebenezer Nurs

the mark of  
Mary } Preston

### Inventory:

True Inventory of all and Singular the Estate Goods & Chatels & Credits of John Preston Decd. Prised at Salem ye 13 Day of July 1744 by James Prince Cornelius Tarbell Ebenezer Nurse as Follows vizr:

his Lands 66 acres at 5£ per Acre	£330:00:00
Item his Lands at New Salem	25:00:00
Item his 2 comon rights	7:00:00
(and other items making a total of £418:3:0)	
John Preston	James Prince
Phillip Preston	Cornelius Tarbell
	Ebenezer Nurse

Essex ss. July 13 1744

Then John Preston and Philip Preston made oath to the foregoing Inventory and if anything furthered appeared they would cause it to be added

Before Thos Berry Je Prob.

### Account of Adms.

Essex ss. John Preston only Surviving Exec of ye Testamnt of his father John Preston Late of Salem Decd his Acct of Adms On sd Estate Exhibited to ye Honble Thos Berry Esq Judge of Probate of Wills &c. Feby 27th A D. 1748.

(Account follows; mentions debts due Jonathan Prince and Edward Kitchin and legacies to widow Mary Preston and children of Moses Preston Decd.)

Capt. Samuel Flint, Capt. Isaac Woodbury, Lieut. Stephen Putnam, Messrs Israel Andrews and John Andrews, all of the County of Essex, "were authorized and impowered a comtee to divide Real Estate of Mr. John Preston Late of Salem into two equal parts" 27 Feb. 1748.

Division was made 27 Mar. 1749. Part number one was laid out to John Preston; it consisted of the dwelling house and barn and twenty-seven acres of land and "one common right in Bartholomy Rocks." Part number two was laid out to the heirs of Philip Preston and contained forty nine acres of land and one common right in "Bartholomy Rocks."

III. 13. THOMAS PRESTON (Thomas, Roger), born in Salem Village; died 1742; married there, June 1708, Anna, daughter of John and Elizabeth (Flint) Leach, of Royal Side, Salem, born about 1681.

## Children:

45. THOMAS, bapt. 25 Sept. 1709 (Church, Salem Village).
46. REBECCA, bapt. 20 Apr. 1712 (Church, Salem Village), pub. 28 Aug. 1730, to William Trefry of Marblehead.
47. ANNA, bapt. 31 Oct. 1714 (Church, Salem Village); d. 1785, unm.
48. MARY, bapt. 25 Sept. 1720 (2d Church, Beverly); d. 1776, unm.
49. DAVID, not mentioned in settlement of estate in 1742.

Thomas Preston bought land in Reading of Jeremiah Goold in 1703, and he lived there for a time though his children were baptized in Salem Village and he was admitted to full communion there, 25 Sept. 1709. In 1716, John Leach\* and his wife Elizabeth, deeded one half of their land at Royal Side to their five daughters: Anna, wife of Thomas Preston, Abigail wife of John Ganson, Mary wife of Samuel Putnam, Lydia wife of Benj. Houlton and Ruth wife of Ambrose Hutchinson. Thomas Preston probably soon moved to Royal Side, for a daughter was baptized at the 2d. Church, Beverly in 1720, and his wife Anna was admitted to full communion there, 11 Nov. 1724.

Dec. 31, 1716. John Ganson of Salem Yeoman & Abigail his wife, sold Benjamin Holton and Thomas Preston "all right in a piece of land at Royal Side in Salem given by my father Leach to his five youngest daughters."

In 1719 Thomas Preston, husbandman, and wife Anna of Salem sold one hundred and four acres of land in Reading, on the north side of the Ipswich river, to Thomas Flint, Jun. of Salem.

In 1728 Thomas Preston, husbandman, Jonathan Batchelder and John Batchelder, were interested in thirty two acres of upland and meadow bounded by Thomas Preston's land, Barney Cove and the river, the same set off to Mr. Samuel Leach and four sisters or their husbands, as their part of their grand-father, Capt. Richard Leach's estate.

\* John Leach and Elizabeth Flint were married 22 May 1667; their children recorded in Salem were: 1. Elizabeth, b. Dec. 1668; 2. Sarah, b. 31 Aug. 1673; 3. Samuel, b. 28 Apr. 1677; 4. Hannah, b. 31 Aug. 1679; 5. Abigail, b. 19 Jan. 1682/3; 6. Mary, b. 3 Mar. 1684/5; 7. Lydia, b. 12 Jan. 1690/1; 8. Ruth, b. 31 Mar. 1692; 9. Elizabeth, b. 14 May 1702; 10. Sarah, m. Samuel Herrick, and their son Thomas Herrick m. Mary (Leach) Preston, widow of Moses Preston of Beverly.



Thomas Preston died about 1742, and his estate was settled by a division recorded in the Essex Deeds, Vol. 84, p. 29:— Indenture between Thomas Preston of Salem, weaver, William Trefry of Marblehead, mariner, & Rebecca his wife, Anna Preston & Mary Preston of Salem sisters of sd. Thomas, whereas Thomas Preston late of Salem, yeoman, died seized of certain land and tenements lying in Salem the property & possession of which (saving widow's right of dower) belongs to Thomas William and Rebecca, Anna & Mary, therefore for settlement they covenant and agree: (then follows a division of the property among widow Anna Preston and the others before mentioned); dated 4 June 1742.

The widow Rebecca died about 1753, and her will dated 14 Sept. 1747, proved 14 May 1753, mentions daughters Anna, Mary, Rebecca and son Thomas.

The will of Mary Preston, daughter of Thomas, dated 11 Oct. 1774, and proved 1 Apr. 1776, gives property to sister Anna, single woman.

Administration was granted on the estate of Anna Preston of Beverly, single woman 5 Sept. 1785, to Phineas Hovey, with Jeremiah Foster and John Batchelder as sureties.

In 1699 Thomas had a seat in "the second long seat in the galary" of the church at Salem Village. His name appears on the tax rate only in 1706.

III. 17. SAMUEL PRESTON (Samuel, Roger), born in Andover, 16 Mar. 1672/3; died there, 29 May 1717; married there, 2 Apr. 1694, Sarah, daughter of John and Sarah (How) Bridges of Andover; she married, second, William Price of Ashford, Conn. 18 Oct. 1722.

#### Children born in Andover:

50. SARAH, b. 5 Feb. 1694/5; d. 16 Aug. 1703.
51. LEVI, b. 25 Oct. 1696.
52. MARY, b. 31 Mar. 1699; d. 15 Apr. 1754; int. 27 Dec. 1718, to Christopher Lovejoy of Andover; b. 16 Feb. 1688. Children: 1. Christopher, b. 1721; 2. Christopher, b. 11 July 1722; m. Anne Moor; 3. Abial, b. 21 May 1724; d. 15 Mar. 1729; 4. Nathan, b. 22 Aug. 1726; m. 1747 Apphia Hoyt; 5. Mary, d. 10 Dec. 1729; 6. Isaac, bapt. 18 Apr.



- 1731; d. 1811; adms. granted widow Mary, 4 Sept. 1732, and property divided among widow and three children, Christopher, Nathan and Isaac. She m. 2nd, 8 Aug. 1735, Samuel, son of Benjamin Abbott; he d. 29 Oct. 1762, and left property to Lovejoy children.
53. JEMIMA, b. 29 May 1701.
  54. JOANNA, b. 1702-3; probably the Joanna Preston who m. in Killingly, Conn., 5 May 1721, Samuel Utter, and had children: 1. Samuel, bapt. 27 Dec. 1724; 2. Sarah, bapt. 27 Dec. 1724; 3. Joanna, bapt. 10 Nov. 1728; 4. Ruth, bapt. 30 Nov. 1735.
  55. SARAH, b. ———; m. 24 Jan. 1723/4, John Stacy of Hampton.
  56. ELIZABETH.
  57. SAMUEL, b. 1708.
  58. PHOEBE, twin, b. Apr. 1711; d. in Sturbridge, Mass. 1739.
  59. ISAAC, twin, b. Apr. 1711.
  60. RUTH, b. 25 July 1713; m. 10 May 1733, Nathaniel Barnard. Ch.: 1. Mary, b. 2 June 1737; 2. Mary, b. 4 Dec. 1739; 3. Nathaniel, b. 4 Mar. 1744. Adms. granted widow Ruth 15 June 1752.
  61. CALEB, twin, b. 3 Apr. 1716; bapt. 8 Apr.; d. 26 Apr. 1716.
  62. JOSHUA, twin, b. 3 Apr. 1716; bapt. 8 Apr.

Administration was granted 2 Sept. 1717, on the estate of Samuel Preston Jun. of Andover, Yeoman, to widow Sarah. Oct. 16 1725 the property was divided among widow Sarah, eldest son Levi, Mary, Jemima, Joanna, Sarah, Elizabeth, Samuel, Isaac, Phebe, Ruth and Joshua. Levi Preston sold all right in the estate of his father, Samuel Preston, to his mother Sarah Preston of Andover, 12 Nov. 1717; he soon removed to Killingly, Conn., where his uncle John Preston had settled.

Christopher Lovejoy was appointed guardian of Samuel Preston, aged about sixteen years, son of Samuel Preston, late of Andover. Jemima, Joanna and Mary Preston, aged upwards of fourteen years, daughters of Samuel Preston late of Andover, chose James Bridges guardian, 26 Mar. 1718. Mar. 3, 1725, "Sarah Preston, widow of Samuel Preston of Andover, alias Sarah Price, widow of William Price, late of Ashford, now a resident of Andover," sold land laid out to Samuel Preston, decd.

III. 21. JACOB PRESTON (Samuel, Roger), born in Andover, 24 Feb. 1681; died probably in Ashford, Conn.; married in Andover, 17 June, 1702, Sarah Wilson, daughter of Joseph and Sarah (Lord) Wilson, who was born there, 31 Dec. 1678.

## Children born in Andover:

63. DAVID, prob. born 1703.
64. BENJAMIN, b. 20 Apr. (or May) 1705.
65. JACOB, prob. born 1707.
66. A child, b. Oct. 1710, to "and Sarah Preston."
67. WILLIAM, b. 1711.
68. JOSEPH, bapt. 14 Sept. 1712 (2nd Church, Andover).
69. JOHN, b. 19 Jan. 1715/6; bapt. 15 Apr. 1716; (the date of birth is given 18 Jan., in his grandson Shubel's Bible.)

There may have been a daughter Sarah, and perhaps others.

Jacob Preston was a blacksmith, and was so styled in deeds, both before and after his removal from Andover. The last record of him in Andover, is that of his admission to full communion in the church in the south precinct, Aug. 31, 1718. His last sale of land there was Sept. 27, 1714, when "Jacob Preston, blacksmith," sold all right to his common and undivided land, to John Ames of Boxford.

Some time between 1718 and 1723, Jacob Preston with his family, removed to Windham, Conn., and settled in that part of the town called Windham Village which in 1786 was set off as the town of Hampton. The first mention of him there is Oct. 29, 1723, when Robert and Rebecca (Preston) Holt of Windham, sold Jacob Preston of Windham, blacksmith, upland and swamp in Windham.

Jacob Preston joined the church in Windham in 1723, and his son Benjamin owned the covenant Dec. 23, 1724. Sarah Preston (probably wife of Jacob) was received into full communion Sept. 22, 1723.

There were many transfers of land from Jacob Preston Sen. to his sons, and other conveyances by them and in which all of them are mentioned except Benjamin. A few abstracts will prove the relationship conclusively:

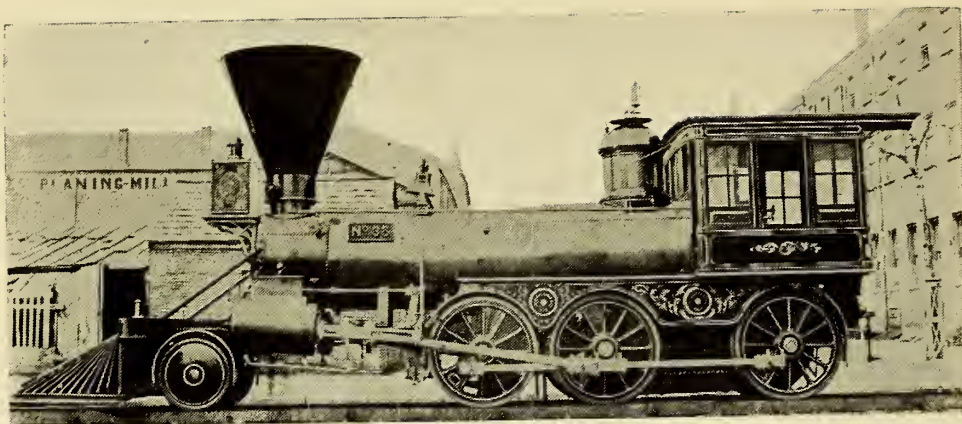
Jacob Preston Jun. of Windham sold "father Jacob Preston of Windham land and house where I now dwell" . . . bounded by land of David Preston, Nov. 11, 1732. (Windham Deeds, G. 207.)

Jacob Preston of Windham sold "son Joseph Preston land bought of son Jacob," Nov. 11, 1732. (Windham Deeds, G. 207.)

*(To be continued.)*







LOCOMOTIVE BUILT BY THE BALDWIN COMPANY  
FOR THE LOUISVILLE AND NASHVILLE R. R., IN 1861

From the F. B. C. Bradlee Collection



IRON BULLET PROOF CAR  
BUILT FOR THE BALTIMORE AND OHIO R. R. DURING THE CIVIL WAR

From the F. B. C. Bradlee Collection

# BLOCKADE RUNNING DURING THE CIVIL WAR

## AND THE EFFECT OF LAND AND WATER TRANSPORTATION ON THE CONFEDERACY.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LXI, page 424.)

Beginning at Richmond, and running south and west, existed a railway line reaching to middle Tennessee through Lynchburg and Chattanooga and to Atlanta, Georgia, by Dalton. The roads making up this line were as follows: Richmond and Danville, South Side, Virginia and Tennessee, East Tennessee and Virginia, East Tennessee and Georgia, Nashville and Chattanooga, and Western and Atlantic (Georgia State) R. R.

By a route leading due south from Richmond was a railway line to Weldon, North Carolina; thence via Wilmington on one hand and via Raleigh on the other to Kingsville, South Carolina; thence to Augusta and Atlanta on one hand and to Macon and Columbus, Georgia, on the other. From Florence, South Carolina, there was a railroad to Charleston, and from thence to Savannah. There was also a connection with Savannah through Augusta by Millen, Georgia. The roads making up this line, with the various branches, were as follows; Richmond and Petersburg, Petersburg, Wilmington and Weldon, Wilmington and Manchester, Raleigh and Gaston, North Carolina, Charlotte and South Carolina, South Carolina, Northeastern (of S. C.), Georgia, Central of Georgia, Southwestern (of Georgia), Muscogee.\*

The Macon and Western R. R. formed a connection between Macon and Atlanta. From Atlanta and Columbus, Georgia, the Atlanta and La Grange, and Montgomery and West Point roads connected the two places. The line between Montgomery and Mobile, Alabama, was made up of the Alabama and Florida Railway and the Mobile and Great Northern road. Between Mobile and Vicksburg, Mississippi, a place of the greatest strategic importance,

\* Most of the companies in this list form a part of the present Atlantic Coast Line R. R.



the Mobile and Ohio and Southern roads formed the line.

A short description of the Mobile and Ohio road, the longest under one management then existing in the United States, and probably the world, will not be out of place. It was without doubt the most important railway line in the entire Southern Confederacy, running as it did due North and South through its whole territory.

To a private citizen of Mobile, M. J. D. Baldwyn, Esq., belongs the honor of originating this magnificent project, which was nothing less than a trunk line uniting the waters of the Gulf of Mexico and the Great Lakes.

In February, 1848, the Mobile and Ohio Railroad Co. was incorporated by the concurrent action of the legislatures of the States of Alabama, Tennessee and Kentucky, then in session at the same time—a rare occurrence which has not been since repeated. The company was organized and financed by the enterprise and money of the people of Mobile.

In August, 1852, the road was opened to Citronelle, 33 miles from Mobile, and it was finished to the Mississippi State line, 63 miles, on June 18th, 1854. It was completed through to Columbus, Kentucky, on the Mississippi River, just below its junction with the Ohio River, 452 miles from Mobile, on April 2d, 1861. When the last rail was laid, the company had a road of the first class, built in the most substantial manner, with a 5-foot gauge (which was not changed until 1884), 63-pound rails, fastenings and other materials unsurpassed in the United States, and supplied with rolling stock amply sufficient to meet all the requirements of its extensive business.\* As we shall soon see, the scourge of war soon destroyed this fine property, leaving it a wreck and ruin, to all intents and purposes, hopelessly bankrupt.

In addition to the before-mentioned route to Vicksburg, there was communication by steamboat on the Alabama River from Montgomery to Selma; thence by rail to Demopolis; where there was a portage of 4½ miles on the Tombigbee River; thence the eastern end of the South-

\* From the MS. records of the Mobile and Ohio R. R. Co., now controlled by the Southern Railroad Co.



ern R. R. ran to Vicksburg. The New Orleans, Jackson and Great Northern and the Mississippi Central roads formed a line from New Orleans to Corinth, Mississippi, where connection was made with the Mobile and Ohio.

A couple of telegrams, sent in the very early days of the war, and reproduced here, show that the Southern railroad managers were fully alive to the importance of a brilliant strategical move—the capture of Washington City and Baltimore—which, had it then been carried out in whole or part, would have secured the immediate recognition of the Southern Confederacy by the European governments.

“Petersburg, April 20, 1861.

“L. P. Walker (Secretary of War, at Montgomery): Governor Letcher has stopped three steamers on the James River . . . They can put 7000 men in Baltimore in twenty-four hours from here by our connections with the railroads from Lynchburg to Dalton, Georgia. We can carry from five to seven thousand men daily at the rate of 350 miles per day. Georgia cars can be run through without unloading. The South Side Railroad is at the service of the Confederate States.

“H. D. Bird, Superintendent, South Side R. R. Co.”

“Petersburg, Va., April 20, 1861.

“L. P. Walker:

“Colonel Owen, president of the Virginia and Tennessee Railroad, has just reached here from Baltimore by way of Norfolk. He witnessed the butchery of Baltimore citizens by the Massachusetts regiment yesterday. He states the city is in arms and all are Southern men now. He says bridges north of Baltimore have been burned, and no more troops can come from the North unless they march, and in large bodies, as Maryland is rising. Lincoln is in a trap. He has not more than 1200 regulars in Washington City and not more than 3000 volunteers. We have 3000 at Harper’s Ferry. Our boys, numbering 400, went today to Norfolk . . ., and forces are coming from Charleston . . . As leader we want Davis. An hour now is worth years of common fighting. One dash and

Lincoln is taken, the country saved, and the leader who does it will be immortalized.\*

"H. D. Bird, Superintendent, South Side R. R. Co.  
"P. S.—Pollard knows me."

Another interesting sidelight of the early days of the Civil War and one not usually known or touched upon was the large secession feeling existing in the State of Delaware. In the Official Records are to be found letters from prominent Delawarians to an equally prominent Virginia official urging the former "to send troops to stop the hordes of the North at the Susquehanna."† The conditions which largely prevailed in the Democratic party in Delaware may be briefly summed up as follows: A certain number of the relatively small group which favored immediate secession had the courage of their opinions and joined the Confederate army, including a cadet then representing Delaware at West Point, who, though a resident of Wilmington, resigned his cadetship, went south and was killed in battle fighting against the supremacy of the Union. A much larger number, though ardent sympathisers with the Confederate cause, did not openly advocate secession, but seemed to think the South could be best assisted (and with less personal sacrifice to themselves) by the destruction of railroad communications and of plants which manufactured munitions of war, with the result that troops were constantly required for their protection.

In 1861 Governor Burton of Delaware commissioned the then Adjutant General of the state, Henry du Pont, a graduate of West Point in the class of 1833 and head of the famous powder company bearing his name, as Major General and commander of the Delaware militia.

Upon accepting this appointment, General du Pont stipulated that he should have absolute control of the state troops, and his first order directed that every officer and enlisted man in the military service of Delaware should take the oath of allegiance to the United States. As may well be supposed, this order produced the greatest excitement and consternation among the disloyal

\* Official Records of the Civil War, Series I, Vol. II, p. 771.

† Official Records of the Civil War, Series I, Vol. 51, p. 46.



members of the Democratic party, who were counting upon Confederate success and secretly discussing the question of taking Delaware out of the Union.

After vain applications to Major General du Pont, they besieged Governor Burton and had sufficient influence to prevail upon him to interfere and suspend the above order. This, however, availed them nothing, as they had failed to appreciate the character of the man with whom they had to deal. In spite of the governor's weakness, du Pont stood absolutely firm and immediately reported to General John A. Dix, the Union commander at Baltimore, that many officers and men of the armed and organized state militia were unwilling to take the oath of allegiance to the United States, and strongly urged that national troops be sent forthwith to Delaware. This was promptly done and the supremacy of the Union in that state, once for all, was definitely and absolutely assured.\*

In spite of many obstacles, the loyal people of Delaware did their full share during the Civil War and their record of personal services in the field does not fall behind that of many of the Northern States—and even of Massachusetts.†

On the 19th of April, 1861, as soon as the secession of Virginia was known, the United States authorities at Washington City seized the steamboats "Philadelphia," "Baltimore," "Mt. Vernon" and "Powhattan," controlled by the Richmond, Fredericksburg and Potomac R. R. and appropriated them to their own use as transports and armed men-of-war used to patrol the Potomac River.‡ These steamers had formed the connection between the rail line coming from the North and ending at Washington City and one of the principal railroads leading South, so that their seizure put a stop to travel between the two sections. Strange as it may seem, the United States Government apparently paid the Richmond, Fredericks-

\* Memoir of Major General Henry du Pont (privately printed), by Colonel Henry A. du Pont.

† Letter of Colonel Henry A. du Pont to the author.

‡ Records of the Richmond, Fredericksburg and Potomac R. R. Co.



burg and Potomac R. R., then its enemy, for these steamers in May, 1862, while the war was in full progress.\*

From the utter absence of any recorded discussion of the subject it is clear that at the outbreak of the war no man of prominence in the Confederacy foresaw that the railroads were to play a part of great importance, or that there was any urgent need of strengthening them. Upon the railroad companies themselves the first effects of the war were unfortunate. The business depression which came with hostilities, the establishment of the blockade, and the discouraging by the Confederate Government of the exportation of cotton had greatly and suddenly reduced traffic and revenues. Not knowing what was ahead of them, the companies reduced expenses.† Nevertheless, that those at the head of the Southern railroads were intensely patriotic is evidenced by the fact that in the earliest stages of the war, there were numerous offers to transport troops and munitions of war free of charge.

On March 2, 1861, C. F. Vance, Secretary of the Mississippi Central Railroad, sent the following communication‡ to Hon. Leroy Pope Walker, Secretary of War of the Confederacy: "Resolved by the President and Directors of the Mississippi Central Railroad Company, That we tender to the Government of the Confederate States of America and to the Sovereign State of Mississippi, free of charge, the use of the Mississippi Central Railroad for military purposes . . ." Similar offers were also made by the Memphis and Ohio and New Orleans and Great Northern roads.

As might be expected, however, these generous offers could not, in the natural order of events, last long. A convention of railroad presidents held at Montgomery, Alabama, in April, 1861, to discuss the war-time operation of their companies, made the following proposals to the Confederate Government, which were accepted

\* Records of the Richmond, Fredericksburg and Potomac R. R. Co.

† The Confederate Government and the Railroads, by C. W. Ramsdell, a paper read at a meeting of the American Historical Association, Dec. 27, 1916.

‡ Official Records of the Civil War, Series IV, Vol. I, pp. 120, 228 and 236.

by them, concerning the transportation of troops and supplies:\*

"That the several railroad companies . . . will transport troops and munitions, upon the plan indicated by the Quartermaster-General, at the following rates, namely: Men, 2 cents per mile; munitions, provisions, and materials, at half the regular local rates.

"That in . . . the present condition of the country and . . . that the money at the command of the Government may be required for other purposes, and particularly . . . for the defense of the Confederate States, the companies represented in this convention will, if it should become necessary . . . to make payment for the transportation of troops and supplies over our several roads in the bonds of the Confederate States or in Treasury notes, receive the same at par.

"That the two foregoing resolutions . . . take effect on the 1st day of May, 1861. . . ."

As early as April 25, 1861, P. V. Daniel, Jr., President of the Richmond, Fredericksburg and Potomac Co., wrote General R. E. Lee, then commanding the Virginia State troops (which had not yet been turned over to the Confederacy) asking that the following suggestions for running railroads in time of war be embodied in a circular and sent (as they were) to all railway executives in the Confederacy:†

"1st. Every engine and car, whether for freight or passengers, not absolutely needed for immediate use, should at once be removed from any terminus . . . which by any possibility may be suddenly invaded by the enemy, to some other point . . . on the road where they will be secure from capture and most available to the State.

"2d. At every such point there should be kept a locomotive . . . always, night and day, fired up, and with a full supply of wood and water, and an engineer and fireman ready at a minute's warning to run over the road and give notice of the enemy's approach. . . . For the same purposes the road should be fully supplied with

\* Official Records of the Civil War, Series IV, Vol. I, page 269.

† Official Records of the Civil War, Series IV, Vol. I, pp. 240 and 241.



light hand cars at short and convenient distances along its length. . . . Tar barrels or other materials for beacon fires might also be advantageously placed at convenient stations . . . to give warning to the neighborhood, to be fired only by the subaltern officers of the Army, or of the railroad when ordered.

"3rd. Every bridge and important culvert . . . should be guarded day and night by at least two well armed watchmen, to protect them from being fired or blown up or otherwise injured by emissaries of the enemy. These watchmen should also be furnished with means of obstructing or breaking up the track at a short distance from their bridge or culvert when they have received orders to do so through the alarm engine or hand car, so as to give them time, after the enemy is certainly and actually near at hand, . . . to destroy their culvert . . . But without orders no injury should be done . . . to any bridge or culvert. Any disregard of this last regulation might be most disastrous to the State and should be severely punished. There is great danger of such disaster from the violence of excited or panic-stricken persons . . ., and a strong guard may be needed to prevent it.

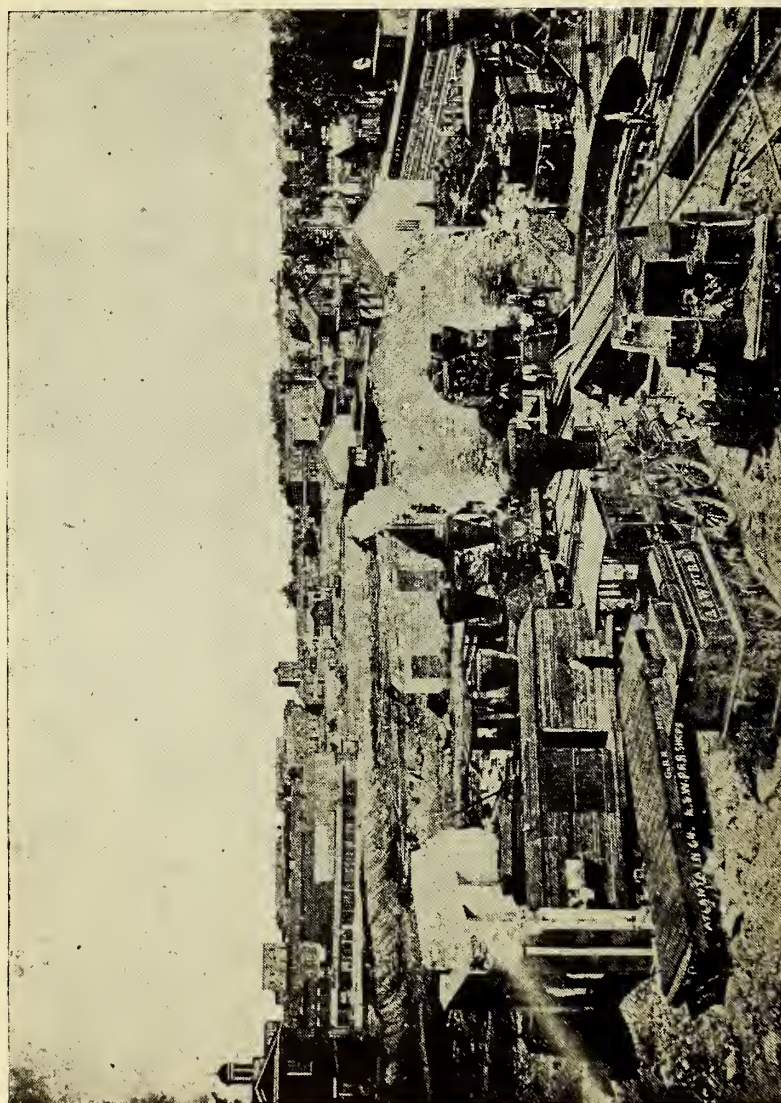
"4th. Engineers and machinists should be instructed on the certain, . . . and near approach . . . of the enemy to remove and carry away or . . . conceal the main connecting rods of their engines, whether on the road or in any engine house or workshop, thus thoroughly disabling without permanently injuring, the engines.

"5th. All burden, box, or house cars should at once have cleats of wood, fastened at suitable heights and distances to their inner sides, with strong planks, cut to the exact inner width of the car, to place them as seats for troops, when more are to be transported than can be carried in the passenger cars. When not used for this purpose these planks should be laid flat on the floor of the car, so as . . . when not needed . . . to leave it free for freight.

"6th. Every railroad company should at once strengthen all its open flat cars, and, . . . build others of the strongest pattern and material, for the transportation of heavy ordnance.







ROUND HOUSE OF THE ATLANTA AND WEST POINT R. R., AT ATLANTA

Photograph taken in 1865

From the F. B. C. Bradley Collection

"7th. Safety to lives and the protection to both trains and roads from destruction by collisions make it imperatively necessary that all trains should be regulated in their speed and movements by no one except the conductors or engineers of such trains, in accordance with the regulations and time tables of the companies. Disregard of this regulation will inevitably result in collisions, with all their consequent injuries to persons, to the road, and to the State, and obstruction and privation of the use of the road and machinery for an indefinite period of time. It cannot be too rigorously observed and enforced.

"Endorsement: The within suggestions to be embodied in a circular to the president of every railroad: R. E. Lee."

The Advisory Council of Virginia on April 25, 1861, also passed a resolution excusing all railroad employees from military service.

In a letter written about the same date to General Lee, President Daniel complained:

"That the engines and trains are run on this road by the military authorities between Fredericksburg and the Potomac River with very unnecessary frequency, wearing out our engines (which should especially now be carefully husbanded), and preventing the carriage by the usual trains of the wood which is necessary for the engines, and which is rapidly being consumed. But far more than all these considerations is the hourly danger of collisions and a consequent disabling of the road."

Soon after this, in May, 1861, a force of 238 men commanded by Colonel P. St. George Cocke,\* a graduate of West Point, was especially organized by the State of Virginia to guard the Orange and Alexandria R. R. In the very early stages of the war the magnitude of the impending struggle was so little realized that in this same year and month when Edward C. Marshall, President of the Manassas Gap R. R., called the attention of the Virginia authorities to the fact that a quantity of iron rails imported by his company were then lying in bond at a wharf in Alexandria and should as soon as

\* Colonel Cocke afterwards mysteriously committed suicide at his home near Richmond, in December, 1861.



possible be removed further into the interior of the state (Alexandria was in the early part of May, 1861, occupied by a small body of Virginia troops) the Governor and Council decided that the U. S. custom house at Alexandria should in no way be interfered with!\*

General "Stonewall" Jackson, however, was burdened by no such scruples and resorted to the following trick, at Harper's Ferry, also in May, 1861, to secure much needed additional rolling stock for the Virginia railways.

The Baltimore and Ohio road was then double tracked between Point of Rocks and Martinsburg, a distance of about 25 or 30 miles. The coal traffic going east was immense, as the United States authorities were accumulating supplies of coal on the seaboard. These coal trains passed Harper's Ferry at all hours of the day and night, and thus furnished Jackson with a pretext for arranging a brilliant "scoop." He complained to President Garrett of the Baltimore and Ohio, that the east-bound night trains disturbed the repose of his troops, and requested a change of schedule that would pass all east-bound trains by Harper's Ferry between 11 and 1 o'clock in the day time.

Mr. Garrett complied, but since the empty cars west bound were sent up the road at night, General Jackson again complained that the nuisance was as great as ever, and, as the road had two tracks, said he must insist that the west-bound trains should pass during the same two hours as those going east. Mr. Garrett promptly acceded again. One day, as soon as the schedule was working at its best, General Jackson sent Colonel John D. Imboden with a force of men across to the Maryland side of the river at 11 o'clock, and, letting all west-bound trains pass till 12 o'clock, to permit none to go east, and at 12 o'clock to obstruct the road so that it would require several days to repair it. He ordered the reverse to be done at Martinsburg. Thus he caught all the trains that were going east or west between those points, and these he ran up to Winchester, 32 miles on the branch road, where they were safe, and whence they were removed on

\* Official Records of the Civil War, Series I, Vol. 51, p. 60.

the *turnpike by horse power* to the Manassas Gap R. R. at Strasburg, Virginia. The loss crippled the Baltimore and Ohio seriously for some time, and the gain to the scantily stocked Virginia roads of the same gauge was invaluable.\*

The railroad from Harper's Ferry to Winchester, known as the Winchester and Potomac R. R., was a cheaply built line with a "flat" rail (much like the old fashioned horse car track) and in such bad order that trains on it could never make over 12 miles an hour and running off the track was almost a daily occurrence.

In September, 1861, through the efforts of Blanton Duncan and other prominent Southern sympathisers in Kentucky and Tennessee, nearly all the rolling stock of the Louisville and Nashville R. R. was run down the road to Nashville, which for some time prevented the Union forces from making any movement of magnitude against the latter city.†

It is, of course, well known that the first battle of Bull Run fought on July 21, 1861, was won by the Confederates by reason of the fact that General Joseph E. Johnston's army from the Shenandoah Valley was able to join General Beauregard's forces at the very nick of time while the battle was in progress. The Manassas Gap R. R. was of vital importance during this transfer of troops and without its aid, feeble as it was, the junction could not have been effected in time. This road, poorly built and equipped, promptly broke down under the sudden stress of traffic laid upon it. Its few employees, some of whom seem to have been of doubtful loyalty to the Southern cause,‡ were so overworked that they refused to operate trains at night and, apparently, were allowed to have their own way! Even then, owing to the crude system of train operation then in vogue, there were delays and collisions. In 1916 when some 15,000 United

\* Battles and Leaders of the Civil War, Vol. I, p. 123.

† Official Records of the Civil War, Series I, Vol. 52, p. 151.

‡ During a transfer of troops on the Manassas Gap R. R. some time before the battle of Bull Run, Colonel J. D. Imboden said ("Battles and Leaders of the Civil War," Vol. I) that the engineer let his fire go down and stalled the train. "A cocked revolver induced him to fire up and go ahead."



States troops were mobilized on the Mexican border, there were bitter complaints because these soldiers were not transported in Pullman cars. The World War coming a few months after this soon put an end to such luxurious demands, still it is not uninteresting to recall the methods of railway troop transportation in 1861-65.

In those days in the South such a thing as even ordinary passenger cars for the use of the enlisted men was never heard of. Nor were any provided for the use of commissioned officers either, unless they were of high rank. The rolling stock used by the Confederate troops (when they were lucky enough to be transported by rail) were the box and freight cars of that period. Among them were cattle cars, flat or platform cars, and in general every other kind of freight car that could be procured. In addition to filling the insides of the cars, the soldiers would clamber upon the roofs thereof and avail themselves of every foot of space; it was not even unusual for several men to ride on the cow catcher of the locomotive. The engines used wood for fuel; the screens of the smoke stacks were very coarse, some were not provided with any at all, the big cinders pattered down like hail and at the journey's end the military passengers were as dirty and black as any regiment of negro soldiers in the Union Army.

John McElroy, a United States soldier who was transported as a prisoner of war, by rail from Andersonville to Savannah towards the end of the war said:\* "Apparently there was difficulty in supplying the railroads with lubricants and there had been no oil on the Atlantic and Gulf R. R. since the beginning of the war, for the screeches of the dry axles revolving in the worn-out boxes were agonizing. Something would break on the cars or blow out on the engine every few miles, necessitating a long stop for repairs. Then there was no supply of fuel along the line. When the engine ran out of wood it would halt, and a couple of negroes riding on the tender would assail a fence or a fallen tree with their axes, and after an hour of much hard chopping, would pile sufficient

\* "Andersonville," by John McElroy, Vol. II, p. 177.



wood upon the tender to enable us to renew our journey.”

So much has always been made of the cruel treatment received by Union prisoners of war in Confederate stockades that it seems but fair to state a case where Confederate prisoners in transit from Elmira, New York, to Baltimore early in 1865, were most inhumanly treated. Unfortunately other instances of the same nature are also to be found in the Official Records.

Extracts from the report of Lieutenant Colonel Trotter, in charge of the detachment, as to transportation:

“The train left Elmira at 5 P. M., Feb. 13 (1865), and reached Baltimore, via Northern Central R. R., at 10 A. M. February 15, after many delays. During the night of Feb. 14 neither water nor lights were provided for any car upon the train, as required by the terms of the contract, and three of the prisoners died from continued exposure. The train consisted of seventeen cars, with only one brakeman for the entire number, to which ten or more cattle cars were added when the train left Williamsport . . . I would beg leave to call attention to the indifference of the officials of the Northern Central R. R., who paid not the least attention to repeated applications for lights in the cars, which I was finally compelled to purchase myself. Neither did they supply any water or fuel after the train left Elmira. . . .”

“B. F. Tracy, Col. 127th U. S. Colored Troops.”

It was thought a wonderful innovation when in 1862 the Virginia Central Railroad rebuilt two of their passenger coaches as ambulance cars† to convey sick and

\* Official Records of the Civil War, Series II, Vol. VIII, p. 232.

† There were no sleeping-cars in use on any of the Southern railroads prior to the Civil War, except one or two on the Baltimore & Ohio and Ohio & Mississippi railroads. They had but just come into existence, in a crude form, in the North, on the New York Central R. R. in 1859. The Civil War caused the adoption of sleeping-cars between Boston and New York, and the first Pullman car dates from 1865. The height of antebellum comfort in railroad travel was thought to have been reached when the Central of New Jersey R. R. fitted some of its passenger cars with canvas skirts and aprons, supposed to confine all dust beneath the floors and send it whirling forth in one dense cloud from under the rearmost platforms.

wounded men from the Army of Northern Virginia.\*

As in the World War men of certain occupations or trades formed themselves into regimental units. Thus in the Union Army the 89th Illinois infantry was almost wholly composed of railroad men recruited from Chicago and vicinity, while the 8th Missouri infantry was made up of St. Louis, Mississippi River steamboat men.† Strange to say, during the Civil War, no use appears to have been made of these men for the duties in which they were especially trained. They were used as ordinary infantry and nothing more.‡

The most important railroad to the Confederacy in Virginia was the Virginia Central (now the Chesapeake and Ohio), running as it did between Richmond and the fertile Shenandoah Valley, the source of a large part of the supplies for General Lee's army. Constant transfers of troops also took place on this line, whose Chief Engineer and Superintendent, H. D. Whitcomb, a Northerner, fortunately, happened to be one of the ablest railroad men in the South. The beginning of the war found the Virginia Central possessed of 34 passenger and baggage cars, 210 freight cars of all kinds and 28 locomotives, the largest of which, the "General Beauregard," a new engine just completed by the Mason Works at Taunton, Mass., had cylinders 15 x 22 inches, and drivers 5 feet in diameter. Many of the company's other locomotives were described as being "too light to be of real service," and "should be exchanged as soon as an opportunity offers."

Before the war, traffic on all the Southern railroads had been very light. Its sudden increase due to the movement of troops and supplies was, naturally, attended by accidents of a more or less serious nature. The confusion was not made less by the crude system of train operation

\* Records of the Virginia Central R. R., now the Chesapeake and Ohio.

† Forty Years on the Rail, by C. B. George, and, The Conquest of the Missouri, by J. M. Hanson.

‡ Those at the head of the U. S. Military Railroads during the Civil War were given military rank, such as General Haupt, Colonels McCallum, Devereux, etc., but the employees were purely civilians, and the roads were run on a "civilian" basis.



in vogue. No use, or but very little, was made of the telegraph for the movement of trains and the worries and responsibilities of railroad officials during the Civil War cannot be better illustrated than by the following quotations from the records of the Virginia Central R. R. which were most courteously thrown open to the author by the officials of the Chesapeake and Ohio Railway:

"About the 15th of July (1861), two trains conveying a regiment of North Carolina volunteers left Richmond at night. The first train left Hanover Junction 25 minutes in advance of the second. While the first train was taking on wood and water at Beaver Dam station, the second train ran into it, wounding four soldiers. . . .

"The usual instructions to be careful in following a preceding train was given in *writing* to the conductor of the second train before it started from Richmond. At the time it was difficult to get engineers acquainted with the road. The engineer on this train, although recently employed, had been over the road . . . often enough to know where the stations were and it is difficult to account for this accident, except from his great carelessness. He was dismissed.

"On the 11th day of August (1861) a violent rain fell at Hanover Junction. The culverts and small bridges in the vicinity did not afford sufficient passages for the water, and four serious breaches were made in the road. A train containing 600 troops, drawn by two locomotives, left Richmond late in the evening and arrived safely at Hanover Junction. There had not been enough . . . rain there . . . to occasion any uneasiness in the minds of the conductors and engineers. . . . When the train left that station, although it was moving very slowly at the time, it ran into the first of the breaches, which was at a point where it would scarcely be expected. One of the soldiers was instantly killed, another died the next day from his injuries. Several others were wounded, some of them severely.

"As soon as the breach nearest the Junction was reported, orders were despatched to the station agent to send a man with a lantern to warn the troop train of the danger. . . . The man returned, saying it was



impossible to cross the breach; he was sent back with orders to remain there if he could not cross it. It was crossed shortly afterwards by two persons who were on the train at the time of the accident, from whom it was learned what had occurred."

The experiences of a amateur and impressed engineer running a Confederate troop train in Kentucky in 1861 will also be found interesting:

"On the 17th of December, 1861, I left Camp Beauregard, Tennessee, with a car-load of ammunition, attached to a train of twenty-five box cars, containing the 27th Tennessee regiment, Colonel Kit Williams commanding, for Bowling Green, Kentucky, where a battle was expected. Colonel Williams' orders were, to go through with all possible dispatch. Here was a new field for observation to me, and one of great interest. As soon as I saw my special charge, the car of ordnance, all right, I doffed my uniform for a fatigue dress, and took my position with the engineer, determined to learn all I could of the management of the locomotive. The knowledge I acquired pretty nearly cost me my life, as will soon be seen,—a new illustration that 'a little knowledge is a dangerous thing.'

"We left Feliciana in the morning, and ran down the Mississippi and Ohio railroad to Union City, 18 miles, thence on the Mobile and Ohio road to Humboldt, which we reached by five o'clock in the evening. It had now grown dusk. During this time, I had mastered the working of the engine, when all was in good order; had noted the amount of steam necessary to run the train, the uses of the various parts of the engine, and had actually had the handling of the locomotive much of the way. When we reached Humboldt, where we took the Memphis and Clarksville railroad for Paris and Bowling Green, the engineer, Charles Little, refused to run the train on during the night, as he was not well acquainted with the road, and thought it dangerous. In addition, the headlight of the locomotive being out of order, and the oil frozen, he could not make it burn, and he could not possibly run without it. Colonel Williams grew angry, probably suspecting him of Union sentiments,

and of wishing to delay the train, cursed him rather roundly, and at length told him he should run it under a guard; adding, to the guard already on the engine, 'If any accident occurs, shoot the cursed Yankee.' Little was a Northern man. Upon the threat thus enforced, the engineer seemed to yield, and prepared to start the train. As if having forgotten an important matter, he said, hastily, 'Oh, I must have some oil,' and stepping down off the locomotive, walked toward the engine house. When he was about twenty yards from the cars, the guard thought of their duty, and one of them followed Little, and called upon him to halt; but in a moment he was behind the machine shop, and off in the dense woods, in the deep darkness. The commotion soon brought the Colonel and a crowd, and while they were cursing each other all round, the fireman and most of the brakemen slipped off, and here we were with no means of getting ahead. All this time I had stood on the engine, rather enjoying the *mêlée*, but taking no part in it, when Colonel Williams, turning to me, said,

"'Can not you run the engine?'

"I replied, 'No, sir.'

"'You have been on it as we came down.'

"'Yes, sir, as a matter of curiosity.'

"'Don't you know how to start and stop her?'

"'Yes, that is easy enough; but if anything should go wrong I could not adjust it.'

"'No difference, no difference, sir; I must be at Bowling Green tomorrow, and you must put us through!'

"I looked him in the eye, and said calmly, 'Colonel Williams, I cannot voluntarily take the responsibility of managing a train with a thousand men aboard, nor will I be forced to do it under a guard who know nothing about an engine, and who would be as likely to shoot me for doing my duty as failing to do it; but if you will find among the men a fireman, send away this guard, and come yourself on the locomotive, I will do the best I can.'

"And now commenced my apprenticeship in running a Secession railroad train, with a Rebel regiment on board. The engine behaved admirably and I began to feel quite



safe, for it obeyed every command I gave it, as if it acknowledged me its rightful lord.

"I could not but be startled at the position in which I was placed, holding in my hand the lives of more than a thousand men, running a train of twenty-five cars over a road I had never seen, running without a headlight, and the road so dark that I could only see a rod or two ahead, and, to crown all, knowing almost nothing of the business. Of course I ran slowly, about ten miles an hour, and never took my hand off the throttle or my eye from the road. The colonel at length grew confident, and almost confidential, and did most of the talking, as I had no time for conversation. When we had run about thirty miles, and everything was going well, Colonel Williams concluded to walk back, on the top of the box cars, to a passenger car which was attached to the rear of the train and occupied by the officers.

"This somewhat hazardous move he commenced just as we struck a stretch of trestle work which carried the road over a gorge some fifty feet deep. As the locomotive reached the end of the trestle work the grade rose a little, and I could see through a deep cut which the road ran into, an obstruction. What it was, or how far ahead, I had almost no conception; but quick as thought—and thought is quick as lightning in such circumstances—I whistled for brakes, shut off the steam, and waited the collision. I would have reversed the engine, but a fear that a reversal of its action would crowd up the cars on the trestle work and throw them into the gorge below, forbade; nor was there wisdom in jumping off, as the steep embankments on either side would prevent escape from the wreck of the cars when the collision came. All this was decided in an instant of time, and I calmly awaited the shock which I saw was unavoidable. Though the speed, which was very moderate before, was considerably diminished in the fifty yards between the obstacle and the head of the train, I saw that we would certainly run into the rear of another train, which was the obstruction I had seen.

"The first car struck was loaded with hay and grain. My engine literally split it in two, throwing the hay right



and left, and scattering the grain like chaff. The next car, loaded with horses, was in like manner torn to pieces, and the horses piled upon the sides of the road. The third car, loaded with tents and camp equipage, seemed to present greater resistance, as the locomotive only reached it, and came to a standstill.

"My emotions during these moments were most peculiar. I watched the remorseless pressure of the engine with almost admiration. It appeared to be deliberate, and resolute, and insatiable. The shock was not great, the advance seemed very slow; but it plowed on through car after car with a steady and determined course, which suggested at that critical moment a vast and resistless living agent. When motion ceased, I knew my time of trial was near; for if Colonel Williams had not been thrown from the top of the cars into the gorge below, he would soon be forward to execute his threat—to shoot me if any accident occurred. I stepped out of the cab on the railing running along to the smoke stack, so as to be out of view to one coming forward toward the engine, and yet to have him in the full light of the lantern which hung in the cab.

"Exactly as I had surmised—for I had seen a specimen of his fierce temper and recklessness—he came stamping and cursing; and jumping from the car on to the tender, he drew a pistol, and cried out, 'Where is that cursed engineer, that did this pretty job? I'll shoot him the minute I lay eyes on him.'

"I threw up my six-shooter so that the light of the lantern shone upon it, while he could see me but indistinctly if at all, and said with deliberation, 'Colonel Williams, if you raise your pistol you are a dead man; don't stir, but listen to me. I have done just what any man must have done under the circumstances. I stopped the train as soon as possible, and I'll convince you of it, if you are a reasonable man; but not another word of shooting, or you go down.'

"'Don't shoot, don't shoot,' he cried.

"'Put up your pistol and so will I,' I replied.

"He did so, and came forward, and I explained the impossibility of seeing the train sooner, as I had no

headlight, and they had carelessly neglected to leave a light on the rear of the other train. I advised the choleric colonel to go forward and expend his wrath and curses on the conductor of the forward train, that had stopped in such a place, and sent out no signal man in the rear, nor even left a red light. He acknowledged that I was right. I then informed him that I was an officer in the ordnance department, and was in charge of a shipment of ammunition for Bowling Green (Kentucky), and would have him court-martialed when we reached there, unless he apologized for the threats he had made. This information had a calming effect on the colonel, who at heart was really a clever fellow. He afterward came and begged my pardon; we shook hands cordially, and were good friends.

“Having settled this talk of shooting, and put the responsibility where it belonged, we had time to look at the damage done by the collision. It was nothing compared with what it might and would have been, if we had been running at high speed. Even as it was, it stirred up the sleeping men not a little. The front train contained a regiment of men, most of whom were asleep, while the employees were repairing an accident to one of the truck wheels of a car. They had it ‘jacked up,’ and had all lights available, including the one from the rear of the train, to aid in their repairs. When we struck them they were driven ahead some thirty feet, and of course their disabled car was still more damaged. Our men were all suddenly waked up, and some of them slightly bruised. The colonel himself was thrown down by the shock, but fortunately did not roll off the car, and was but little injured; and there were no lives lost, except of three of the horses. But we had a toilsome night of it. The débris of the three cars which had been smashed up was carried back through the cut, between the train and the steep sides, and thrown down into the gorge, off the trestle work. The dead horses were drawn up the bank with ropes, and the front train put in running order, after six hours of hard work by as many men as could be employed in such narrow quarters. As the day broke, the forward train moved off; in a few minutes more we followed, and reached Paris, Kentucky, by seven



o'clock, A. M., December 18, 1861. Thus began and ended my railroad engineering in Rebelldom. At Paris they found a professional runner, and I resumed my uniform, very thankful to get out of the profession so creditably. Reader, the next time I run a railroad train in such circumstances, may you be there to see it."\*

When in the early part of 1861 the Confederate Government began the then gigantic task of assembling an army in Virginia, one serious weakness of the transportation system was distinctly revealed. At such points as Chattanooga, Knoxville, Bristol, Lynchburg, Savannah, Augusta, Charlotte, Raleigh, Wilmington, and Petersburg—and there were many others—the roads terminating in those towns did not connect with each other and sometimes were not even of the same gauge. Freight had to be unloaded at one depot, hauled across town, and reloaded on cars at the other. Passengers had frequently to wait over until the next day. Since this arrangement made business for hotels and transfer companies, the various towns involved looked upon it with favor as a valuable asset and although their patriotism was appealed to, opposed every attempt to provide connections for through traffic.†

Even where the tracks connected, the freight had to be unloaded and reloaded on other cars, since no company, if it could help itself, was willing to entrust its cars to another corporation. Frequently troops and stores so unloaded would be compelled to wait days and even weeks before they could move on to the next terminus. Stores accumulated, confusion, further delays and heavy losses resulted. In 1862, Mr. Goodman, President of the Mississippi Central R. R., proposed to the Administration in Richmond, that the Confederate Government build some 300 or 400 freight cars of its own which he thought could be done at the car shops of the larger roads and their use might lessen some of the delays due to transshipment of

\* Thirteen Months in the Rebel Army, by an Impressed New Yorker, pp. 91-101.

† The Confederate Government and the Railroads; a paper read before the American Hist. Ass. by C. W. Ramsdell.

Official Records of the Civil War, Series IV, Vol. I, pp. 405-417, 485-486.



freight. This simple measure which, it would seem, might have resulted in much good was promptly vetoed by the "red tape department" headed by Quartermaster General Myers, who, during his tenure of office, worked hard to quash any plan which involved innovations.\*

The entire progress of the Civil War showed the industrial inexperience together with the confirmed particularism of the Southern people and their deep-rooted suspicion of every proposition which involved the extension of the activities and powers of the general government into the field reserved by custom for private enterprise. The contrast with conditions prevailing in the World War (and now) when the Federal Government regulated each person, even unto minor details of his or her private life, shows only too clearly the gigantic change in American ideals.

So the steps taken to bridge these gaps in the railway system were without much effect. The case of Petersburg, Virginia, may be taken as an example. So great was the delay, expense, and inconvenience of transshipment between the several roads terminating at that important point that General Lee at the very beginning of the war urged the construction of connecting tracks. The railway companies had long desired to make the connection but had been prevented by the opposition of the city (which owned nearly half of the stock of the Petersburg R. R.) manifested by its voters in an election. After further irritating delays which involved questions of law and an ordinance passed by the Virginia Legislature, a temporary connection was proposed but as this would necessarily have been of light construction, impassable for heavy freight trains, and as the Petersburg authorities continued their opposition, no action was taken, and the congestion continued.

At the time of the Civil War, Florida, though but thinly settled, furnished a large amount of corn, provisions and especially cattle for the use of the Confederate army. The Pensacola and Georgia R. R., beginning at Quincy, Florida, extended to Lake City where it connected with

\* Official Records of the Civil War, Series IV, Vol. I, pp. 881 and 897.

another road running to Jacksonville. The Florida R. R. began at Fernandina and ended at Cedar Keyes, and a branch of the Pensacola and Georgia left the latter at Tallahassee, running to St. Marks.

Thus the Pensacola and Georgia was a link in the lines of communication by means of which troops and material of war could be transported to and from two points on the Atlantic coast to two points on the Gulf of Mexico, and to a place within 20 miles of the Chattahoochee River, navigable by large steamers from Columbus, Georgia, to Apalachicola, Florida.

It was proposed, late in 1861, to extend the Pensacola and Georgia road to the Georgia state line, where it could unite with the Savannah, Albany and Gulf R. R. By so doing a connection could be made between the Florida lines and the other railroads in the Confederacy, enabling the Government to transport men and munitions from Richmond to any point in Florida.

The Pensacola and Georgia R. R. asked the Confederate Government for a subsidy of \$80,000 to enable them to finish this connection which General R. E. Lee thought of the highest importance. Congress apparently refused this petition, although on February 10, 1862, they passed an Act granting a subsidy of \$1,000,000 to be used at the discretion of the President in helping any company or companies, in building a much needed railroad line to connect the Richmond and Danville and North Carolina roads.\*

In 1864, driven by the exigencies of the struggle, the Confederate Government determined to build themselves the necessary link between the railroads in Florida and the Georgia system. At this period of the war it was quite impossible to secure new rails anywhere in the South, and to meet this urgent case it was proposed to strip the Florida R. R. of its track, rolling stock, etc., and use them on the new line. The former corporation principally owned by ex-U. S. Senator David Yulee, objected strenuously to this confiscation† and the result was bitter quarrel, almost

\* Official Records of the Civil War, Series IV, Vol. I, pp. 612, 778, 912.

† History of the Civil War in Florida, by W. W. Davis, pp. 193-94.



amounting to armed resistance between the Confederate Government and the Florida State authorities. The former, however, carried the day under the Sequestration Act of August 30, 1861, but it is believed the war came to an end before the new railroad was finished.

Another difficulty which appeared early and steadily grew worse under the stress of war was the shortage of cars and engines. Some of the roads with a scanty supply of rolling stock suddenly had a heavy traffic thrust upon them when least able to bear it. This was particularly the case with the East Tennessee and Virginia R. R. which had become the chief carrier of grain, beef and pork from the Tennessee region to the armies in Virginia. The task was far beyond its capacity and the continuous use of cars and engines without giving time for repairs reduced both rolling stock and frail tracks to a sad condition.

The Confederate Government came in contact with the railroads through the Quartermaster General of its army. Early in the summer of 1861 it became evident that an officer of this department must take a hand in the operation of the roads to produce concert of action and reduce, as far as possible, the congestion of freight between Wilmington and Richmond, and Nashville and Richmond. Accordingly W. S. Ashe, a practical railroad man, formerly president of the Wilmington and Weldon R. R., was appointed Colonel and Assistant Quartermaster and assigned to the duty of "superintending the transportation of troops and military stores on all the railroads, North and South, in the Confederate States."\*

The two roads best supplied with rolling stock were the Atlantic and Western in Georgia, and the Mobile and Ohio, and Colonel Ashe made repeated efforts to transfer cars and engines from these companies to the weaker lines, but this aroused the jealousy of their officials, particularly Governor Brown of Georgia, the Atlantic and Western being owned and operated by that state. Governor Brown protested vigorously that his road had no rolling stock to

\* The Confederate Government and the Railroads, a paper, by C. W. Ramsdell: Official Records of the Civil War, Series IV, Vol. I, pp. 616-17, 634, 724, 844.







COLONEL AURELIUS F. CONE

Assistant Quartermaster General of the Confederate Army  
Photograph taken as a West Point Cadet

From the F. B. C. Bradley Collection

spare; when a hint of impressment was made (September, 1861), he threatened retaliation. The upshot was that little relief was obtained for the needy railroads.

In East Tennessee, and to a certain extent in Virginia, the railroads were exposed to the secret attacks of treacherous employees and a population disloyal to the Southern cause. This manifested itself in the burning, at night, of several important bridges and trestles in East Tennessee, and was the subject of many bitter complaints by the railroad companies who accused the government of expecting them to accelerate the transportation of freight, whilst the latter provided little or no protection.

However, in spite of the many difficulties under which the Southern railways labored it may be said that they paid good dividends to their stockholders during the whole war. The carrying of troops and army supplies superseded the transportation of cotton, which of course declined greatly—in the case of the South Carolina R. R., a leading cotton road, from over 300,000 bales in 1860 to 120,000 in 1861, and to an annual average of 28,000 during 1862-64. Yet the gross receipts of this road increased fourfold between 1860 and 1864, and the net receipts more than doubled—at least, as expressed in Confederate currency—leading to an increase in dividends from 7% to 8%, 12%, and 16%. The accounts of the Georgia R. R. give similar figures, as do especially the railroads leading out of Richmond, which naturally did a large business on government account.\* There is good evidence, also, that the transportation companies sought to increase their profits by speculating in cotton, which they, of course, had excellent opportunities to buy and store along their lines. There must have been some feeling against the profits of the railroads, as a bill was introduced in the Confederate Senate to compel the latter to reduce their charges if their annual profits exceeded 15% of their paid-in capital. An amendment to substitute 30% was offered, but was tabled with the original bill.

Early in 1862, apparently through the efforts of Colonel

\* Financial History of the Confederate States, by J. C. Schwab, p. 274.



Ashe, Supervisor of Railroads, it was arranged that: "All agents on railroads between Richmond, Va., and Jackson, Miss., will receive and forward promptly at least two trains weekly of flour and breadstuffs to Jackson, Miss., marked 'For the Committee of Public Safety, New Orleans,' and in return shipments of sugar and molasses made by the Committee to Richmond or any other place on the route." The fall of New Orleans made Montgomery the southern terminus of this route. Colonel Ashe also obtained a "General Order" March 20, 1862, from General Robert E. Lee placing the movement and control of military trains under the sole management of the railroad officials and their conductors and engineers. Heretofore much danger and trouble had been caused by the indiscriminate ordering about of trains by army officers.\* An effort was also made, about this time, but unfortunately failed, to secure railway material through the blockade from Europe, by means of a trade combination of Southern business men and in return for cotton. How long Colonel Ashe was retained in his position is not clear, nor is the exact extent of his authority anywhere defined.

The worst gap in the Confederate railway system running North and South was that between Danville, Virginia, and Greensborough, North Carolina, a distance of 48 miles. This connection had long been desired but the war rendered it a crying military necessity and President Davis in his Message to the Provisional Confederate Congress in November, 1861, called attention to the advantages of bridging this gap. It was estimated that a loan of \$1,000,000 would be sufficient to provide for the speedy construction of the road, and Congress passed an Act on February 10, 1862, authorizing the loan. Mr. Davis had expressed the opinion that since the work was "indispensable for the most successful prosecution of the war, the action of the Government will not be restrained by the constitutional objection which would attach to a work for commercial purposes." Imbued as the Southern people were with the idea that the government should not interfere with private enterprises, it is not surprising to

\* Official Records of the Civil War, Series IV, Vol. I, p. 1010.

learn that some of the most prominent members of Congress (Vice President Stephens, Robert Toombs, J. L. M. Curry, Robert Barnwell Rhett, etc.) fought this bill with every available resource; and after its passage they caused to be spread upon the journal a protest against the act as an unwarranted and dangerous violation of the constitution under the guise of military necessity.

It was at first proposed that the Roanoke Valley R. R. Co. which in 1861 was engaged upon an extension of its line from Clarksville to the Richmond and Danville R. R. at Keysville, should make the connection between the Virginia and North Carolina railways, but the former's embarrassed financial condition demonstrated that it could not be depended upon. Accordingly the Assembly of Virginia passed an Act (May 14, 1862) by which the Richmond and Danville R. R. "might buy the Roanoke Valley R. R. . . . and complete the line." Under pressure of the Confederate Government, the State of North Carolina had meanwhile (February 8, 1862) chartered the Piedmont R. R. for that part of the line in their state, and by which name the whole new road was generally known. On May 8, 1862, the Richmond and Danville R. R. entered into an agreement with the Confederate Government undertaking to subscribe for practically all the stock of the new company and to cause the road from Danville to Greensborough to be built.

Its actual construction was delayed for more than two years. Surveys and re-surveys, reports and counter-reports, the "red-tapeism" of Quartermaster General Myers, the scarcity of labor and material, all these things contributed to put off the opening of this link in Confederate transportation which General Lee had referred to as of "vital necessity." Though flimsy of construction and prolific in wrecks and washouts, the Piedmont road, opened just after the beginning of Lee's desperate struggle with Grant in 1864, was, as will be seen further on, of great benefit to the Confederacy and became more and more important when later in that year the Weldon R. R. was threatened.\*

\* The Confederate Government and the Railroads, A Paper, by C. W. Ramsdell: Official Records of the Civil War, Series IV, Vol. I, pp. 912, 1022, 1085: Ms. material furnished by H. L. Borden, Vice-President Atlantic Coast Line R. R. Co.



Before the Civil War the "iron horse" had hardly penetrated the State of Texas. The principal railroad within its limits was the Texas and New Orleans Co. extending from Houston to the Sabine River, a distance of 106 miles, where it connected with the New Orleans and Texas R. R. running to New Iberia, Louisiana, 117 miles in length. Neither of these lines were entirely finished and the former if completed to Orange, on the Sabine River would have given the Confederacy railroad connection with middle, central and southern Texas, and thus open an avenue through which could have been received an inexhaustible supply of breadstuffs and beef to subsist the Southern armies. In April, 1862, the first permanent Confederate Congress authorized a loan of \$1,500,000 to aid the construction of both the above roads, but the fall of New Orleans very soon afterwards rendered the prosecution of the work useless and it was abandoned.\*

Another important rail connection both from the commercial and strategic point of view was the completion of the Alabama and Mississippi Rivers R. R. between Meridian, Mississippi, and Selma, Alabama, a distance of about 100 miles. This would greatly shorten the route between Richmond and Vicksburg, by giving the latter city direct communication with central Alabama and Georgia, besides adding to the strength of that most important stronghold.

An act of February 15th, 1862, advanced \$150,000 to the company to finish their road, half of which had already been completed. But it was soon found that owing to the depreciation of the currency and the rise in prices, that this sum was totally insufficient.† The Alabama and Mississippi Co., also, was a weak and inefficient corporation and found it almost impossible to secure labor to finish their line, for the local cotton planters were most unwilling to lend their slaves for the purpose. The endless delays were most exasperating to General Bragg, commander of the Army of the Tennessee, who remarked in a letter to Adjutant General

\* Official Records of the Civil War, Series IV, Vol. I, p. 1109.

† Official Records of the Civil War, Series IV, Vol. I, p. 1049.



Cooper, dated June 26th, 1862: "Since the passage of the act, there has been ample time, under vigorous management, for the construction of this railroad . . . At a time when the Memphis and Charleston R. R. is in possession of the enemy, a rail connection of this character is pregnant with too many advantages in military operations to be left to the mortgaged means of a small unreliable railroad corporation. To trust the work to such feeble, inefficient hands may result in incalculable mischief. And in view of impending military condition, I earnestly protest against the inevitable delay that must and the irreparable injury that may ensue if they are relied on. . . . I would have no more precious days, weeks, or months wasted with this incapable company."

The road was finally completed towards the end of 1862, but even then General Bragg complained, November 22, 1862, that: "The want of railroad transportation this side of the Tennessee River has been a serious drawback in moving troops and supplies. . . . None of the branch roads were repaired and the main trunk had but a meagre supply of rolling stock."\*

The Union railroad raid in Georgia in the spring of 1862 has always ranked high among the striking and novel events of the Civil War. At that time General Ormsby M. Mitchel, under whose authority the raid was organized, commanded Union forces in middle Tennessee, consisting of a division of Buell's army. The Confederates were concentrating at Corinth, Mississippi, and Grant and Buell were advancing by different routes towards that point. Mitchel's orders required him to protect Nashville and the country around, but allowed him latitude in the disposition of his division, which, with detachments and garrisons, numbered nearly 17,000 men.

His attention had long been turned toward the liberation of East Tennessee, which he knew President Lincoln also earnestly desired, and which would, if achieved, strike a most damaging blow at the resources of the Confederacy. A Union army once in possession of East Tennessee would have the inestimable advantage, found

\* Life of General Braxton Bragg, C. S. A., by Don C. Seitz, pp. 133 and 211.

nowhere else in the South, of operating in the midst of a friendly population, and having at hand supplies of all kinds.

Mitchel had no reason to believe that Corinth would detain the Union armies much longer than Fort Donelson had done, and was satisfied that as soon as it had been captured, the next movement would be eastward toward Chattanooga, thus throwing his own division in advance. He determined, therefore, to press into the heart of the enemy's country as far as possible, occupying strategical points before they were adequately defended.

On the 8th of April, 1862—the day after the battle of Shiloh, of which, however, Mitchel had received no intelligence—he marched swiftly southward from Shelbyville and seized Huntsville, in Alabama, on the 11th of April, and then sent a detachment westward over the Memphis and Charleston railroad to open railway communication with the Union army at Pittsburg Landing.

Another detachment, commanded by Mitchel in person, advanced on the same day 70 miles by rail directly into Confederate territory, arriving unchecked within 30 miles of Chattanooga. In two hours' time he could have reached that point, the most important position in the West, with 2000 men. Why did he not go? The story of the railroad raid is the answer.

The night before breaking camp at Shelbyville, Mitchel sent an expedition secretly into the heart of Georgia to cut the railroad communications of Chattanooga to the south and east. The fortune of this attempt had a most important bearing upon his movements, and will now be narrated. In the employ of General Buell was a spy, named James J. Andrews, who had rendered valuable services in the first year of the war, and had secured the confidence of the Union commanders. In March, 1862, Buell had sent him secretly with eight men to burn the bridges west of Chattanooga; but the failure of expected coöperation defeated the plan, and Andrews, after visiting Atlanta, and inspecting the whole of the enemy's lines in that vicinity and northward, had returned, ambitious to make another attempt.

His plans for the second raid were submitted to Gen-



eral Mitchel, and on the eve of the movement from Shelbyville to Huntsville, the latter authorized him to take 24 men, secretly enter the enemy's territory, and by means of capturing a train, burn the bridges on the northern part of the Georgia State (Atlantic and Western) Railroad, and also one on the East Tennessee Railroad where it approached the Georgia State line, thus completely isolating Chattanooga, which was then virtually ungarrisoned.

The soldiers for this expedition were selected from three Ohio regiments belonging to General J. W. Sill's brigade, being simply told that they were wanted for secret and very dangerous service. So far as known not a man chosen declined the perilous honor. Uniforms were exchanged for ordinary Southern dress, and all arms except revolvers were left in camp.\*

Rev. William Pittenger, one of the raiders, said: "On the 7th of April, by the roadside, about a mile east of Shelbyville, in the late twilight, we met our leader. Taking us a little way from the road he quietly placed before us the outlines of the romantic and adventurous plan, which was: to break into small detachments of three or four, journey eastward into the Cumberland mountains, then work southward, travelling by rail after we were well within the Confederate lines, and finally meet Andrews at Marietta, Georgia, more than 200 miles away, the evening of the third day after the start. When questioned, we were to profess ourselves Kentuckians going to join the Southern army.

"On the journey we were a good deal delayed by the swollen streams and muddy roads consequent on three days of almost ceaseless rain, . . . so that Andrews took the responsibility of sending word to our different groups that the attempt would be postponed one day—from

\* The account of the Georgia Railroad Raid is derived from *Battles and Leaders of the Civil War*, Vol. II, pp. 709-10: *The Great Locomotive Chase*, by Rev. W. Pittenger, one of the raiders: *The Story of the "General,"* pub. by the Atlantic and Western R. R.: *Official Records of the Civil War*, Series I, Vol. X, pp. 630-39.



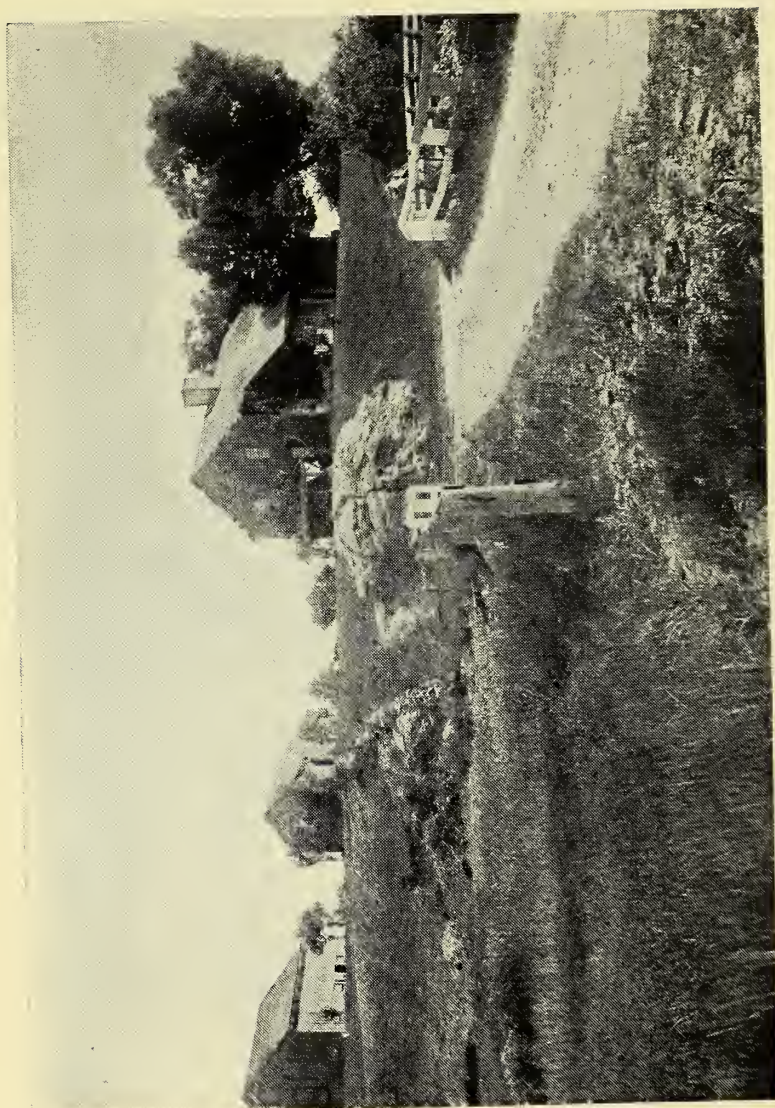
Friday to Saturday, April 12th. This was a natural but most lamentable error of judgment.

"One of our men was belated and did not join us at all. Two others were very soon captured by the enemy, and though their true character was not detected, they were forced into the Southern Army, and two, who reached Marietta, failed to report at the rendezvous. Thus, when we assembled, very early in the morning, in Andrew's room at the Marietta Hotel for final consultation, . . . we were but twenty, including our leader. All preliminary difficulties had been easily overcome, and we were in good spirits. But some serious obstacles had been revealed on our ride from Chattanooga to Marietta the previous evening.

"The railroad was found to be crowded with trains, and many soldiers were among the passengers. Then the station—Big Shanty—at which the capture was to be effected had recently been made into a Confederate camp. To succeed in our enterprise it would be necessary first to capture the engine in a guarded camp, with soldiers standing around as spectators, and then to run it from 100 to 200 miles through the enemy's country, and to deceive or overpower all trains that should be met—a large contract for twenty men! Some of our party thought the chances of success so slight, under existing circumstances, that they urged the abandonment of the whole enterprise. But Andrews declared his purpose to succeed or die, offering to each man, however, the privilege of withdrawing from the attempt—an offer no one was in the least disposed to accept. Final instructions were then given, and we hurried to the ticket office in time for the northward bound mail train and purchased tickets for different stations along the line in the direction of Chattanooga."

*(To be continued.)*





PEARSON HOUSE, NEWBURY



## THE PEARSONS AND THEIR MILLS

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BY RUSSELL LEIGH JACKSON.

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(Continued from *Volume LXI, page 352.*)

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Silas Pearson was for many years a dominant figure, not only in Newbury, but throughout Essex county. He first attended school in a little building used for the dissemination of learning, located near the upper training green in Newbury, and later attended classes held at Parson Toppan's home, where he learned to write a good hand and to absorb quite a bit of arithmetic. He also picked up something of navigation during his early years.

Born in the Pearson house on the hill, he spent his entire life there, and during his four score years, he saw the thirteen colonies of England become an independent republic. He came into the world as a subject of King George I, and died during the first administration of Thomas Jefferson, President of the United States. And his greatest satisfaction lay in the knowledge that he had been instrumental in creating that nation.

At the age of twenty he married Miss Judith Atkinson, a daughter of John Atkinson, a felt manufacturer, of Newburyport. She was connected with many of the oldest families in the county. His father was a grandson of the first John Atkinson, who after spending a few years in Boston with his uncle, Theodore Atkinson, came to Newbury in 1663. Her mother was Judith Worth, a daughter of Sergeant John Worth and a member of an old Quaker family, some of whom settled on the Island of Nantucket early in the 17th century. One of Judith's sisters, Eunice Atkinson, married Colonel Joshua Little, of Turkey Hill, West Newbury, a brother of that unfortunate Dr. Stephen Little, the Royalist, who died in London at the beginning of the last century, and whose daughter, Mary, became the wife of young Silas Pearson, junior.

The friendship with the Turkey Hill cousinry was kept up for several generations. Judith Little, a daughter of Colonel Joshua Little, and the namesake of her aunt, Mrs. Pearson, married Senator Asa T. Newhall of Lynn, and the many Newhall children were frequent visitors at

Leigh's hill. John Atkinson, the only brother of Mrs. Silas Pearson, married a daughter of Colonel Moses Little, also of Turkey hill, and their family were always on terms of the greatest friendship with the Pearsons of Newbury. Dr. John Atkinson, of Newburyport, a grandson, was the family doctor for many years. There was quite a worthy connection on the other side of the family, also. Captain John Pearson, a brother of Silas, lived in Newburyport and his daughter, Susanna, married Jonathan Mulliken, the clock-maker. One of their descendants is Professor Samuel Parsons Mulliken of the Massachusetts Institute of Technology.

Silas Pearson, by careful thrift and shrewd business sagacity, managed to get together quite a comfortable property before he reached the age of fifty. Besides the old Pearson place on Little river, he owned three farms, one of which at Morgridge's point, he practically gave to his son, Captain John Pearson, and after the latter's death, his widow, Jean Noyes Pearson, continued to live there. It eventually passed to Amos and Theodore Pearson, sons of Silas. He also acquired valuable holdings in Maine and New Hampshire and at one time was interested in the fishing trade. He built and owned the schooner "Jolly Robin", which made many successful fishing trips along the Maine coast. And history records the interesting fact that he owned one of the first three chaises seen in Newbury. Silas Little owned one of the three and one of the Moodys owned the other.

The Revolution brought an opportunity for public service that Silas Pearson accepted gratefully. He realized almost from the first that war with England was imminent and he gladly gave of his time and money that the cause of the colonists might be successful. Shortly after the famous Boston Tea Party occurred, a similar scene was enacted in Market square, Newburyport. A few weeks later the town of Newbury appointed a committee of correspondence to co-operate with the various other communities as to the method of procedure for dealing with the precarious situation and Silas Pearson headed the list, serving with Colonel Joseph Gerrish, Dudley Colman, Captain Joseph Brown and Deacon Edmund Bayley.



The date of his appointment was June 23, 1774. This committee held its sessions and deliberations at Watertown and was known as the Watertown Convention. Here, Mr. Pearson met many of the New England leaders of the patriot party, and he enjoyed the hospitality of several of them while in Watertown. He dined with Gerry one night at the "Bunch of Grapes" in Boston and on another occasion accepted the hospitality of Samuel Adams, the acknowledged leader of the strife. Here, also, he met Dr. Hall Jackson, an eminent surgeon and scientist, of Portsmouth, N. H., who was afterwards a frequent visitor at Pearson house. The bonds of friendship were later strengthened by the marriage of Silas Pearson's son, Silas, to Miss Mary Little, neice of Dr. Jackson.

The next year (1775) he was chosen with Colonel Gerish, Mr. Colman and others to erect a battery at Plum Island point, and in 1779, he was chosen a delegate to the Concord Convention to consider the advisability of making peace with England. History does not say how Mr. Pearson voted on this question but it is hardly probable that he favored any measure short of complete independence for the colonies. At one time during the progress of the war he wrote a letter to his uncle, Judge Moses Pearson, the founder of Pearsontown, now Standish, Maine, in which he spoke very encouragingly of the situation, and from the text of this letter there is ample proof that he favored no peace with England that would mean a compromise in any respect. There is small doubt but that, had Silas Pearson been a younger man and a bit more urbane, he might have been a delegate to the Continental Congress from the Essex district. As a matter of fact, Elbridge Gerry of Marblehead proved a more popular leader, and so, Pearson missed the opportunity of affixing his name to that great document of human rights, second only to the Magna Charta.

Although too old for service on the field, Silas Pearson sent three of his sons into the conflict. Silas, junior, enlisted August 14, 1777 in Captain John Noyes' company, Colonel Samuel Johnson's regiment, and served three months and twenty-eight days as a private in the Continental army. He was discharged from service Novem-



ber 30, 1777, and marched twelve days, a distance of 240 miles, home. Captain John Pearson, another son, served with distinction and a third son, Theodore, is also listed among the soldiers of the Revolution.

Life at Pearson house went on in the usual manner of the times. The miller led the life of a country gentleman, occasionally visiting Salem or Boston on business or renewing acquaintances with relatives in Connecticut. On two occasions he went to Standish, Maine, to survey some of his land in that territory and he frequently drove the chaise over the road to Portsmouth to visit the Jacks-sons and the Quincys in that town. In appearance, Silas Pearson was rather above the usual height, of light complexion and not very stout. He was of a very agreeable nature, fond of a good time, a great reader and he delighted in entertaining.

One of his particular friends was the Rev. Elijah Parish, pastor of the Byfield Congregational Church, and this worthy divine played an important part in one incident connected with Silas Pearson's later years that might well be retold at this time. It seems that after the death of Madame Pearson, which occurred on January 30, 1795, after a wedded life of more than half a century, a Miss Lucy Hidden of Rowley came to live in the household as a sort of housekeeper. She was an agreeable person, of deep religious convictions, very witty and doubtless rather interesting. At any rate she seemed to be quite companionable to the old gentleman, for on January 2, 1802, she was in the "back room" of the old house doing the family washing when Rev. Dr. Parish happened to be passing by. Mr. Pearson, glancing out at that moment, happened to see the parson and acting upon an impulse, called him in. Rather bewildered, Dr. Parish complied and his astonishment was heightened when Mr. Pearson, taking him by the arm, led him out to where the agreeable Lucy was at work. Whether she knew what was in the old gentleman's mind, we do not know. At any rate she is said to have stopped her work, dried her hands on her apron and, accepting the old gentleman's hand, was married on the spot by Rev. Dr. Parish without any further preparation. At that time Silas Pearson was seventy-eight years of

age and Lucy Hidden about forty-five. He died two years later and Aunt Lucy, as she was ever afterwards called, lived until January 25, 1852.

This story, the writer believes, is more or less true for his grandfather, the late Amos Little Leigh, remembered "Aunt" Lucy well and she related it to him on more than one occasion, and furthermore his aunt, the late Miss Sarah Leigh of Newburyport, who was sixteen or more at the time the heroine of this romantic incident passed away, vouched for its veracity several times. It is an interesting fact that Miss Leigh remembered her great-grandfather Silas Pearson, junior, very well, and many of the stories of events which occurred about the time of the Revolution she told the writer. Silas Pearson was of a literary mind and in his will mentions several books of which he was fond. One, in particular, which the writer owns, was "Washington's Political Legacies", and another was a "Life of Christ", a rather unusual book which bears evidence of careful and diligent use. He also kept a note book in which he made entries of varying character, ranging from mill accounts to town gossip. It is in no sense a diary, however, and apparently never was intended for one. He was also one of the first subscribers to the old Newburyport "Herald," established about the time of the Revolution and discontinued in 1915.

Despite his jolly nature he was deeply religious and at an early age allied himself with the Oldtown church at Newbury and later in life was chosen a deacon in this society. During his last years he transferred his allegiance to the Old South Presbyterian Church at Newburyport, and the tall, dignified and stately figure of Silas Pearson, steady of step, although snowy haired, was a familiar sight at the Sunday services there until his death. This was the church under whose pulpit the bones of Whitefield, the evangelist, reposed, and still do repose, and this fact was of absorbing interest to Lucy Hidden Pearson, for she, as a girl of sixteen years of age, had walked with her mother all the way from her home in Rowley to Exeter, N. H., to hear this great preacher, and she carried the memories of the event clearly in her mind until she died. When an old lady so feeble that she could



not rise from her bed she would tell of Whitefield and his remarkable power. So enthusiastic would she become that she would almost scream with excitement. What must have been the power of this man when this old lady retained so vividly the memories of his great revival of so many years before.

Lucy Pearson retained her connection with the Old South Church as long as she lived and Rev. Dr. Dana, minister there from 1794 to 1820, became a great friend of the family. The Dana girls used to visit at the old house and were close friends of Silas Pearson's granddaughter, Sally, who later became Mrs. Benjamin Leigh. In 1820 Rev. Dr. Dana became president of Dartmouth College and was succeeded by Rev. Samuel Porter Williams who stayed but a few years. Rev. John Proudfit, his successor, was popular and Rev. Mr. Vermilye, who came later could tell a great deal about the pleasant hours spent at Leigh's hill, were he alive.

Silas Pearson died September 2, 1804, aged eighty years. Rev. John S. Popkin, pastor of the church at Newbury and Rev. Dr. Dana of the old South Church at Newburyport, officiated at the services which were held from the old house. He left all his property to his children, and no mention is made of his wife. To Jean Noyes Pearson, widow of his son, Captain John Pearson, he gave the house and farm at Morgridge's Point for her lifetime and then it was to revert to his sons, Amos and Theodore. To his daughters, Hannah Plumer, Mary Adams, Sarah Noyes, Judith Dole and Eunice Pearson, he left small legacies. The latter, as the result of a fever contracted when a child, was left rather "peculiar," and there used to be a big boulder in a field "up the lane" from the old house which was called "Aunt Eunice's rock." Tradition says that this unfortunate girl used to wander over to the rock every morning after breakfast and sit there until called by some member of the family. The remainder of the estate, Silas Pearson left to his son, Silas, junior, who was apparently the favorite. This included not only Pearson house, but the mills and property in Maine and New Hampshire.

His daughter, Hannah, was the wife of Jeremiah



Plumer and lived on the lower Green at Oldtown. One of her sons was Captain Jeremiah Plumer and a daughter Judith, married Major Paul Plumer. His daughter, Sarah, married Stephen Noyes, 3d and their son, Silas Noyes (named for his grandfather) married his cousin, Judith Pearson, daughter of Amos Pearson. Their son, the late Horace Pearson Noyes used to be a frequent guest at Leigh's hill. His wife was a Withington, a daughter of the Rev. William Withington, and niece of Rev. Leonard Withington, for many years pastor of the Oldtown Church. His daughter Mary married Lieutenant Nathaniel Adams and had no children. His daughter Judith married David Dole and their daughter Polly was rather famous for her cooking. Many of the housewives of Oldtown still use her recipe for "Polly Dole cake." Theodore, one of the sons, had a large progeny and one or two of his descendants have become somewhat prominent. Among them is Charles Currier Stockman, instructor at Yale, and a classmate of the writer. Professor Stockman is at the present time at Cambridge University, England.

During the lifetime of Silas Pearson, the mills were at the height of their prosperity. When Mr. Pearson assumed control of the property, there was one grist mill on the Little river site. During his lifetime he built a corn mill farther up the stream and also maintained a saw mill, where much lumber was cut and prepared for the market. In Silas Pearson's boyhood, the country road leading from the "high road," or East High street, as it is now called, extended only as far as the mill at the foot of the hill and was called "Sweet Briar lane." About the time of the Revolution, it was carried farther along to the Kent's Island road, leading up over Knight's hill, on the way to the turnpike. Previous to that time, the road was but a cart path and seldom used. About seventy-five years ago this picturesque country lane began to be called by the singularly inappropriate name of "Hay street," and although repeated attempts have been made toward a resumption of "Sweet Briar lane," it never has been accomplished.

The years preceding and during the Revolution were

exceedingly busy ones and Pearson's mills were the centre of a great deal of commercial activity. Much of the town's lumber was sawed there and a large part of the corn and grain in the community was ground at these mills. Unfortunately, there is no picture of the mills in existence, but the grist mill at the foot of the hill is said to have been a two-storied structure with the wheel on the right side of the bridge which spanned the stream at one side of the mill house. Much of the grain and corn used to be carted in flat bottom boats from Parker river into Little river and thence up to the mills.

Silas Pearson, junior, the principal heir of Silas Pearson, was born in the old Pearson house, July 24, 1757. He attended school in the little building on the Lower Green, and after obtaining a fair education entered the milling business, in which his family for four preceding generations had been engaged, and he remained practically in charge of the operating end of it throughout his long life. During his management of the mill affairs, the lumber business grew enormously and he made many improvements in the mills. The installation of a Tyler Fly wheel improved conditions considerably and from 1775 to 1845, Pearsons Mills were in a most flourishing state.

About the year 1820 there was some litigation with members of the Adams family who lived over in the field between Sweet Briar lane and the high road. Ebenezer Adams wished to widen the ditch or waterway that lead out of Little river and up through his meadow, and Mr. Pearson, realizing that this would mean less power for the mill wheel brought suit to prevent this action. The court decided in favor of Mr. Pearson.

Disaster never visited the mills but once and that was on the night of June 12, 1813, when a conflagration destroyed the grain mill at Leigh's bridge, causing a loss of about \$4000. The fire was discovered about midnight and was believed to have been the work of an incendiary. A short time previous to this occurrence Mr. Pearson had quarrelled with his two sons, John and Silas, and on the night of the fire they left the Pearson homestead, never to return. Shortly before midnight Mr. Pearson was awakened by an unusual glow which shone brightly



through the windows of the mansion and upon arising discovered the fire. A few minutes afterwards two horsemen were heard galloping over the bridge. Members of the family, neighbors and friends quickly responded but the fire was beyond control. The mill was a total loss but was soon rebuilt.

The two sons who disappeared on the night of the fire were disinherited and the entire Pearson property passed into the possession of the daughter of Mr. Pearson, who had a short time before married Benjamin Leigh of Newburyport. It was through this unfortunate circumstance that the old Pearson mansion passed into the possession of the Leigh family and the children of Mrs. Leigh were the first of this family, bearing the name, in Newbury.

Silas Pearson married on November 29, 1791, Miss Mary Little, a daughter of Dr. Stephen Little formerly of Portsmouth, but who at the time of the wedding was living in exile in London. The marriage was celebrated in historic old St. John's Episcopal church at Portsmouth, where the Littles had long been communicants and it was witnessed by a large gathering of notables and the socially prominent of that New Hampshire town. Dr. Little, the father of Mrs. Pearson, was a native of Turkey Hill, West Newbury, but when a young man went to Portsmouth to study medicine in the office of Dr. Clement Jackson, whose daughter Sarah, he afterwards married. Dr. Little for a time practiced medicine with his brother-in-law the celebrated Dr. Hall Jackson, but at the opening of the Revolution his sympathies were strongly with the mother country and in 1777 feeling in Portsmouth had reached a point where the presence of the tories could no longer be tolerated and in the summer of that year Dr. Little, along with Governor Wentworth, Andrew Pepperrell Sparhawk and others, were banished by an act of the New Hampshire legislature.

Upon his arrival in London, Dr. Little was given a commission as Surgeon in the Royal Navy and assigned to the ship, "George." He entered into the gay society of the English capitol and while in London met John Singleton Copley, the celebrated painter, who was himself a royalist and a recent arrival in England. He sat for Cop-



ley not long after they met and the original painting was owned for many years in the family of Miss Henrietta Jones Stickney, of Portland, Me., a great-granddaughter of Dr. Little. He made the acquaintance of Chatham, Lord North (the great friend of Benjamin Leigh, ancestor of the Leighs in Newbury, and of his brother, Robert Leigh, the king's secretary), Rockingham and many other British statesmen and for a time enjoyed the friendship of the Prince of Wales, later King George IV.

At the loss of the colonies, England grew bitter against the tories and many of them were placed in a very difficult situation. Unable to return to America and friendless in England they knew not where to lay their heads. The promises of great landed estates in Canada were quickly forgotten by George III and for some fifteen years or more Dr. Little lived in London in absolute retirement, eking out a frugal existence by means of an apothecary shop which he opened in Cleaveland street, Tottenham Court road. His death occurred July 11, 1800, in a strange land far from his native New England hills. He had for many years been estranged from his wife and family, whose sympathies were with the colonies, and he died apparently forgotten. Even the place of his burial is not definitely known; but some years ago his grave was reported to have been found by a descendant visiting London. In a little English church in the suburbs of the great city is said to have been placed a small wooden tablet telling whoever pauses to read it that it was placed there "In memory of Stephen Little, physician and surgeon in the King's Navy and a faithful son of the Church." Sarah Jackson Little, sister of the celebrated Dr. Hall Jackson, died at the old Pearson mansion February 13, 1806, where she had been living with her daughter, Mrs. Pearson. This charming lady, a daughter of Portsmouth's aristocracy, had drunk deeply from the cup of disappointment. Her marriage to Dr. Little had been unhappy and she was saved from absolute dependence upon her children only through the munificence of her brother, Dr. Jackson. At the death of Dr. Jackson's daughter Mrs. Joshua Gee Symmes, Mrs. Little's children inherited the Jackson property at Portsmouth.

At the death of Dr. Jackson he left his sister a part of the mansion house at the corner of Court and Washington streets in Portsmouth, and here she lived with her son, Stephen Little, junior, until she came to Newbury to make her home with her daughter.

One spectacular event connected with the death of Dr. Jackson is the fact that as soon as the news reached the Pearsons at Newbury, Madam Pearson drove in a chaise to Portsmouth and took from the wall of the mansion house the Copley portrait of her uncle, the famous surgeon, and carried it post-haste to Newbury. Probably Madam Pearson had no legal right to do this for Dr. Jackson left a daughter who naturally would have inherited it; but Madam Pearson seemed determined to have this portrait, which was painted in Portsmouth at the very outset of Copley's career, and she apparently threw discretion to the four winds. In any event, the portrait hung at Leigh's Hill until 1917, and the memory of Dr. Hall Jackson was always held in great reverence. Madame Pearson's grandson, the oldest son of her daughter, was named for the great doctor and the second of the name is at the present Hall Jackson Leigh, of Newburyport, a son of the late Amos Little Leigh.

Madame Pearson had two sisters and one brother. The oldest sister was Sally Little who married Simeon Adams of Limerick, Maine. She was the grandmother of Clinton Bushwell Evans, well known newspaper man and one time editor of the Springfield "Republican." The younger sister was Elizabeth Little, wife of Richard Stickney of Newbury. She was the mother of Henry Rolfe Stickney, at one time connected with the old Newburyport "Herald." The brother of Madam Pearson was Stephen Little, junior, who lived for a time in Portsmouth, N. H., and later in Portland, Me. He married Mrs. Rebecca Dodge Caldwell of Ipswich, a daughter of William Dodge and a descendant of the Appletons of that town. One of their sons was Hon. William Dodge Little, treasurer of Cumberland county and grandfather of Professor Arthur Dehon Little of Cambridge, founder of Arthur D. Little, Inc., of Cambridge.

Another son was Charles F. Little of Portland whose



daughter was the wife of John A. Lowell, founder of the John A. Lowell Bank Note Company, of Boston.

A daughter, Harriett Little, was the wife of Nathan Sawyer, founder of Nathan Sawyer & Sons, blank book manufacturers of Boston. A second daughter, Mary Pearson Little, married Isaac Davis of Portland and her grandson was the late Charles C. Harmon, of Loring, Short & Harmon, Portland. A third daughter was Susan Farley Little who married Alexander Foss of Portland. Their daughter, Sarah H. Foss married Augustus G. Schlotterback, founder of the firm of Schlotterback & Foss, chemists. Another daughter of Stephen Little, junior, was Sarah Jackson Little, named for her grandmother. She married Anthony Davenport of Newburyport, a grandson of Col. William Davenport of Louisburg fame, and proprietor of the historic old Wolfe Tavern in that city. Their oldest daughter, Catherine de Ford Davenport married Augustus Pearson, a descendant of Deacon John Pearson, the emigrant, through the line of his son, Benjamin. Their grandson is Rev. Philip Coombs Pearson, a priest of the Episcopal Church. Another daughter, Sarah Davenport married her cousin, Silas Pearson Leigh, grandson of Silas Pearson and Madam Pearson. Another daughter of Stephen Little, Jr., was Ann Huntress Little who married Henry Rolfe Stickney, her cousin, who was at one time connected with the old Newburyport "Herald." Their daughter, Miss Henrietta J. Stickney owned the Copley portrait of Dr. Stephen Little, painted in London while both the painter and the sitter were in exile.

The marriage of Silas Pearson to Miss Little brought about a close relationship with many of the old families of Portland and Newburyport and many of the cousins and other connections were frequent visitors at the Pearson house. The late Charles C. Harmon of Portland used to spend a part of every year at Leigh's hill sixty years ago and he and the grandfather of the writer became fast friends.

Silas Pearson and his wife, Mary Little, besides the two sons, Silas and John, who were disinherited, had one daughter, Sarah Jackson, the namesake of her grand-



mother Little. She married in 1813 Benjamin Leigh of Newburyport, the eldest son of Benjamin Leigh and his wife Abigail Peirce Leigh.

The Leighs were descended from an old English family which was seated at West Hall, High Leigh, in Cheshire in 960 A. D., and which included many of the great statesmen of England through the nine centuries of its history. Benjamin Leigh, the grandfather of Benjamin, the husband of Miss Pearson, was a merchant of Bristol who made frequent trips to New York and Philadelphia. His brother was Robert Leigh, one of the secretaries to George II and Frederick Louis, Prince of Wales.

Benjamin, the elder, came to New York in 1752 and married Miss Maersje Bant, daughter of Pieter Bant, a descendant of the Dutch Governor Stuyvesant, and was for some time in business in New York under the firm name of Bant & Leigh. His wife died when his children were very young and he married secondly Miss Mary Newmarch of Newburyport. His only son was Benjamin, who married Miss Abigail Pierce, daughter of Moses Pierce of Newburyport, and they had a large family. Their eldest son Benjamin married Miss Pearson and from that time forth made their home in the old Pearson house. Mr. Leigh was associated with his father-in-law in the carrying on of mills and was also in the grain and marine hardware business in Newburyport with William Cross.

During the residence of the Leighs at Newbury many members of that family became associated with the old mansion. Here lived for some years the charming Marcia Adams, great-grandmother of the present Duchesse de Richelieu. Mrs. Adams was the eldest sister of Benjamin Leigh and was a famous beauty in her day. She is said to have captivated Baltimore society in the 40's when she lived in that southern city for a few years with her son, Colonel John P. Adams, and was present at his wedding to Mlle. Eugenie Danels, daughters of Admiral John D. Danels of the Haytian navy. A daughter of Colonel Adams married Commander Wise of the U. S. Navy, one of the Virginia Wises, and their youngest

daughter is the wife of the present scion of the great French family made famous by the fighting Cardinal and now represented by his collateral descendant the Duc de Richelieu.

Another sister of Benjamin Leigh who used to be a frequent visitor at Leigh's hill was Mrs. Charles Knight, grandmother of the famous tuberculosis specialist Dr. Frederick Irving Knight of Boston, who married in Berlin, Prussia, Miss Louisa Armistead Appleton, daughter of William Stuart Appleton of Boston and granddaughter of Capt. George Armistead of Baltimore who was in command of Fort McHenry during the bombardment which inspired Francis Scott Key to write the words of "The Star Spangled Banner." The Leighs are a widely flung family. They have settled in practically every part of the country where many of them have attained some degree of prominence; but Leigh's hill has been for nearly a century the favorite gathering place of members of the family who have been fond of country life.

On March 16, 1848, Silas Pearson died at the advanced age of ninety years. He had fought in the Revolutionary war and had witnessed the second struggle with England in 1812 and the Mexican war as well. He was an honored and respected citizen of Newbury throughout his life. Five years previous to his death the mills were sold to James Brown Knight of Newbury who carried on the mill near Knight's Crossing until 1874. The mills at Leigh's bridge were discontinued and the buildings removed. Thus passed out of this line of the Pearson family an industry that had survived through five generations.

Madam Pearson died at the Pearson-Leigh house, March 31, 1864, aged about 90 years. Even in her old age she retained much of her charm and she had the happy faculty of gathering about her the most interesting people. One of her friends who used to spend a great deal of time at Leigh's hill was Ann Porter, the authoress, who wrote some pleasant anecdotes about the old house and its occupants. Mrs. Porter was before her marriage an Emerson and related in some manner to Ralph Waldo Emerson's family. She was gifted and a most excellent lady. Another great friend of the family was Hannah Flagg



Gould, the poetess, of Newburyport. She gave her original manuscript notes on the curious epitaphs of some of the old Newburyporters, which was published first in the Newburyport "Herald" and later in magazines to Mrs. Leigh from whom they went to her daughter, Miss Sarah Jackson Leigh and eventually to the writer, Miss Leigh's great-grand-nephew.

Charles Parkhurst, the artist, was another habitue of Leigh house and some of the prize poultry raised on the place were depicted on canvas by this painter who specialized in bird and animal portraiture.

Sarah Jackson Pearson Leigh, the last of the family bearing the name of Pearson, died at the old house November 2, 1866, leaving two sons and two daughters. The eldest daughter, Mary Little Leigh was the wife of Thomas Stetson of Rochester, N. Y., and some of her family have been prominent at the bar in New York state. The youngest daughter was Miss Sarah J. Leigh, late of Newburyport, prominent for years in the General Charitable Society of that city and in organizations of like character. The youngest son, Silas Pearson Leigh (named for his grandfather) married his cousin Miss Davenport, and lived in Rochester, N. Y., where he was identified with civic affairs in some manner. The eldest son was the late Hall Jackson Leigh, great grandfather of the writer, and namesake of the celebrated Dr. Hall Jackson. He married his cousin, Miss Little, and they had one son, the late Amos Little Leigh, who demolished the old mansion of the Pearsons in 1895.

The Pearsons were noted for their longevity, several of them having reached the age of ninety years or more. They were, generally speaking, a tall, wiry race, fond of entertaining and dispensing hospitality lavishly. It has been said that not a week went by for a century that there was not at least one guest at Pearson house. This may not have been true, but the fact remains that many persons were entertained at the Mills and it seemed to have been a frequent resting place for relatives from near and afar. With the death of Mrs. Leigh, the family, which had been prominent in the parish for a century and a half, became extinct in Oldtown, and



the milling industry which had thrived in that section of the town soon became a thing of the past.

(*To be continued.*)

## THE FISHERY

Has always been the chief source of the wealth and prosperity of the County of Essex. The following document, found among the papers of an eminent merchant, deceased, gives a view of the extent of that business in the year 1762, and may gratify some curious readers.

"A List of the number of Fishing Vessels, and the fish they caught, in the year 1762, at Salem:

	Vessels	Merch.	Jamaica
Benj. Pickman, Esq.	5	3120	3140
Timo. Orne	3	1355	1723
Messrs. Cabots	3	4128	630
Jere'h Hacket	3	132	2427
Miles Ward, jun.	1	212	624
Wm. West	1	280	613
Peter Frye	3	830	1035
Benj. Ward	1	300	1050
Samuel Bacon	2	....	1016
Gama. Hodges	1	200	900
Joseph Grafton	2	....	1100
Mrs. Anstis Crowninshield	1	....	1200
George Dodge	1	150	450
Stephen Webb for Chever	1	....	340
Jona. Ropes	1	250	750
George Bickford	1	220	500

Ebenezer Putnam, 1 boat, 62 Jam. and 5 barrels mackerel.  
Nath'l Archer, 2 boats, 30 barrels mackerel."

—*Salem Gazette*, Sept. 2, 1808.

# SALEM TOWN RECORDS.

## TOWN MEETINGS, VOLUME III.

(Continued from Volume XLIX, page 274.)

[2] Cap<sup>t</sup> George Corwin is D<sup>r</sup>  
1677 To money ordered p<sup>r</sup> y<sup>e</sup> Committee 40<sup>s</sup>  
other paye 3:00:00  
24:9:80 To rec<sup>d</sup> of Tho fflint rate paye 0:16:08  
1680 To a bill to edward fflint for 6:05  
[3] Att a Town metting March 15th 1679/80  
Capt. Geo. Corwin Chosen moderator  
Chosen for Selectmen}  
for y<sup>e</sup> year Ensuing}  
Cap<sup>t</sup> Jn<sup>o</sup> Corwin 60 voates  
Cap<sup>t</sup> W<sup>m</sup> Browne 48  
M<sup>r</sup> Jon<sup>a</sup> Corwin 39  
M<sup>r</sup> John Higginson 44\*  
M<sup>r</sup> Ph: Cromwell 51  
M<sup>r</sup> Jo. Porter 39  
John Hathorne 59

M<sup>r</sup> John Higginson Refused; & m<sup>r</sup> Bartholomew Gedney being y<sup>e</sup> next in Voate, haveing 38 hee is Chosen by lifting up of hands to make up the seaven.

Voated that the selectmen have liberty to gett the towne Books ||or records|| transcribed.

Voated that the Selectmen have liberty & power to agree with one or more persons to transcribe the towne Books or Records and to paye them out of the towns money or Estate for itt as thay shall agree with them.

Chosen for Constables within the Bridge

M<sup>r</sup> Joseph Hardye sen<sup>r</sup> Thomas Ives  
M<sup>r</sup> Thomas Gardner Tho: fflint

Chosen for constables w<sup>th</sup>out the bridge

John Batchelder & John Buxton.

Voated that the money Gathered by the Committee which is aboute fourtey pounds, shall bee for this yeare putt into the hands of the Selectmen to dispose of; for the Incouragement of any that shall Appeare to discharge the townes engagements to M<sup>r</sup> John Higginson Minester, & Att the End of this Ensuing yeare to delivour itt up againe unto y<sup>e</sup> towne.

Voated that the Selectmen have libertye to chose out two men from amongst themselves; to Joyne with the Deacons of the church for the distribution of the money given to the poor in the contribution.

Voated that fiveteene pound shall be given to Mr Edward Norrice, out of the towne rates this yeare. And if hee stands in neede of more, itt is left to the Selectmen to Allow him what shall further bee nessessary out of the townes Estate.

Voated that itt is left to the Selectmen to consider of Mr Jonsons proposition, concerning a small percell of land Claymed by Robert follett, And Mr Jonson saith the towne promised should not bee disposed of.

[4] Voated that Jn<sup>o</sup> Robinsons case concerning land is left to the Selectmen to determine.

Voated that itt is left to the Selectmen to agree with Gilbert Tapley concerning a percell of land (wherin is a spring very Nessesary & convenyent to be layd into the Townes Commons) and to paye him soe much more land or as much as thay shall gudge Sutable in lew of itt, somewhere Adjoining to his owne land wheare hee dwells.

Voated that the Selectmen have the same power thay had the last yeare.

Att a meeting of the Selectmen March 18<sup>th</sup> 1679/80 being present Cap<sup>t</sup> Jn<sup>o</sup> Corwin Cap<sup>t</sup> W<sup>m</sup> Browne L<sup>t</sup> Gedney Mr Philip Cromwell & John Hathorne chosen for Survay<sup>r</sup>s of fences for the Northfeild Mr Ele Gedney & W<sup>m</sup> Trask within the bridge Mr Rich. Croad & Pe<sup>t</sup> Chever without the bridge for the glasshouse &c Sam<sup>l</sup> Gaskin & Dan<sup>l</sup> Southrick and for the South Feild Mr Ph Cromwell Lt. Pickering and Lt. Jer<sup>e</sup> Neale.

Ordered that all fences bee made up forthwith and none unfinished by the 25 of this Inst<sup>t</sup> m<sup>o</sup>

Chosen for Overseers of the Highwayes from the Bridge to the lower end of the towne Mr Tym<sup>o</sup> Lindoll m<sup>r</sup> Edward Grove and Mr Tho: maule from the Bridge above or without the towne Jos Boyce Jun<sup>r</sup> & Jn<sup>o</sup> Bleuen

Chosen for the finishing the Gutt by Gilbert Tapleys Mr Phill: Cromwell who is heareby fulley Impow<sup>rd</sup> to effect the same & Impress w<sup>t</sup> hands or teemes may be nessesary



David Phipeney is chosen sealer of waytes & measures) for this present yeare In presence of constable Joseph Hardy. And the s<sup>d</sup> constable to give him notice thereof, and call him before a majestrate to take his respective Oath

Att a metting of the Selectmen being all present April 5<sup>th</sup> 1680

Returne was made to the Committee at Boston (viz: Cap<sup>t</sup> Jn<sup>o</sup> Richards M<sup>r</sup> An<sup>te</sup> Stoder & Cap<sup>t</sup> Tho Brattle Concerning the Colledge money, & L<sup>t</sup> John Pickering chosen & sent for that purpose

Chosen to lay out the land Lett to Edw. flint Jn<sup>o</sup> Cromwell &c (which they hired of the towne) Cap<sup>t</sup> Jn<sup>o</sup> Corwin M<sup>r</sup> Ph. Cromwell M<sup>r</sup> Jon<sup>a</sup> Corwin & John Hathorne) any two of them the 22<sup>th</sup> of this Instant m<sup>o</sup> being Thursday, and to vew the land M<sup>r</sup> Jonson propownded att the towne meeting in March past

The Hired land was delivoured the day Apoynted

[5] Cap<sup>t</sup> John Price & M<sup>r</sup> Tym<sup>o</sup> Lindoll did Engage to paye M<sup>r</sup> John Higginson (minester) his mayntenance according to the towns engagement, for this yeare; upon the same conditions or termes itt was payd the two last yeares.

Agreed with Walter Skinner to keepe the towne heard of cowes, for three shill<sup>g</sup>s six pence <sup>q</sup> head to bee pay<sup>d</sup> by the Owners of the sayd cowes, to begin the 21<sup>th</sup> Aprill and to continue to the 24 October, and to drive them out & Keepe them two days in a weeke towards Butts brooke or dogg pond, and see to the extent of our Bounds, likewise to provide; & return the bulls againe, the towne payeing the Hire of them

Whearas by long experienc itt is found very Unsutable & inconveyent for swine to goe att libertye in the towne, and Exceeding hazerdous for the lives & limbes of young children to have them goe up & downe in the streetes & lanes thereof

Wee doe therefore order that there shall not any swine bee suffered to goe in any streets or lanes of the towne from the bridge to the poynt of Rocks And if any swine shall bee found contrary to this ord<sup>r</sup> within the limmetts as abovesayd After the first day of may next Ensuing the date heareof; Itt shall then bee in the libertye of any

person or persons to take them up or kill them wheare-soever thay finde them contrary to this order, and shall have one halfe part of all swine soe taken or killed by them, for there paynes, the Other halfe to the poore of the towne. Lik<sup>e</sup>wise wee doe heareby further order that all swine shall bee sufficiently ringed & yoaked that goe upon the commons of y<sup>e</sup> towne whether within the bridge or in the more remote parts, att or before the twentyeth day of this Instan<sup>t</sup> m<sup>o</sup> of Aprill, upon the penaltye of five shillings for every swine soe found Contrary to this order to bee allowed to any One that shall take them up. And for the full & effectuall prosecuting of the above sayd Order. Wee doe Apoynt & Impower Ruben Guppy Jn<sup>o</sup> Guppy Jn<sup>o</sup> Glover Jn<sup>o</sup> Baxter Jn<sup>o</sup> Milk & Jn<sup>o</sup> Bly, And doe heareby in his Maj<sup>sty</sup>s name require the above named persons them and every one of them to see this order fulley prosecuted

Att a metting of the freemen Aprill 11<sup>th</sup> 1680 Chosen for Deputyes to Attend the Gen<sup>rl</sup> Courte for this yeare Cap<sup>t</sup> Wm Browne & M<sup>r</sup> Bar<sup>th</sup> Gedney

Att a metting of the Selectmen Aprell 11<sup>th</sup> 1680 all present but M<sup>r</sup> Bar<sup>th</sup> Gedney & M<sup>r</sup> Israell Porter

Wee doe finde that Jn<sup>o</sup> Preist hath sett out his fence into the streete all the bredth of his land and doe order that hee forthwith rectyfye it

Wee finde John Marston sen<sup>r</sup> hath sett his fence into the streete likewise wee gudge Wm Marston hath taken in some of the lane

[6] Hen<sup>ry</sup> Skery Marshall wee gudge hath taken in some of the towne land and Narrowed the lane goeing downe to the planters marsh

M<sup>r</sup> ffran<sup>s</sup> Skery hath incloased a lane of the towne by the planters marsh; likewise hee hath sett his fence to far out by the ferry. & soe along by the North river in many places which hee must this yeare Rectyfye

M<sup>r</sup> Phillip Cromwell is to straiten his fence of that land hee purchased lately of Jn<sup>o</sup> Massey which land is adjoyning to ||y<sup>t</sup> which was|| James Browns Edw<sup>d</sup> Bridges & John Bullock are againe chosen to prosecute all the lawes of the country & orders of the towne relating



to horse kinde and have the same power therein as thay had last yeare

Att a metting of the Selectmen May 11:80 present all butt Cap<sup>t</sup> Corwin & M<sup>r</sup> Cromwell M<sup>r</sup> Sam<sup>l</sup> Gardner & L<sup>t</sup> Jn<sup>o</sup> Puttnam are chosen desired & Impowered to Mannage the case against Wenham; the next Gen<sup>rl</sup> Courte

Itt is ordered that the Const. Watch shall bee of 8 men every night, the maj<sup>r</sup> part sober men & *house* househould<sup>rs</sup> According as the law directs

Lett to M<sup>r</sup> ffran<sup>s</sup> Skery Libertye to Incloase the lane commonly called the potters lane; that is by the planters Marsh & to enjoy the benefitt of the Hearbidge thereof dureing the selectmens pleasure, hee not hindering any of the proprietors of the sayd marsh from goeing or coming to there s<sup>d</sup> proprietyes According to there Occations, fran<sup>s</sup> Skery paying for the lane to the Selectmen or there order for the towns use five shill<sup>gs</sup> in money  $\text{p}^{\text{d}}$  Annum, sometye in Septem<sup>br</sup> yearly

Agreed with L<sup>t</sup> John pickering for thurty shillings in money for his payns & troble in gathering; and Journyes concerning the subscription for the Colledge att Cambridge. Likewise agreed with M<sup>r</sup> Edw Grove for twenty shillings for his labour & troble concerning the same.

Ens Nath: ffelton L<sup>t</sup> Tho: Putnam M<sup>r</sup> Nath<sup>l</sup> Putnam & serj<sup>rt</sup> Tho: ffuller are all, and Every one of them againe Chosen to mend the highways perticularly Expressed in there last yeares warrants which thay could not then performe by reason the Winter Weather Setting in

[7] The cons<sup>t</sup> are Debt<sup>r</sup> To these proportions of the minesters rate

||Ives 4<sup>l</sup> 0.6<sup>d</sup>||

Imp<sup>r</sup> Tho Ives D<sup>r</sup> to pay Cap<sup>t</sup> price & M<sup>r</sup> Lindoll

39<sup>l</sup>: 10<sup>s</sup>: 0<sup>d</sup>||D<sup>r</sup> to||the towne 4<sup>l</sup>: 00: 06<sup>d</sup>

Tho Gardner to pay Cap<sup>t</sup> price & M<sup>r</sup> Lindoll

37: 00: 0 Towne 3<sup>l</sup>: 07<sup>s</sup>: 0

Tho flint to pay Cap<sup>t</sup> price & M<sup>r</sup> Lindoll

37: 00: 0 towne 3: 07.0

Jos Hardy to paye Cap<sup>t</sup> price & M<sup>r</sup> Lindoll

39: 10.0 towne 4: 08: 6



Jn<sup>o</sup> Batchelder & Jn<sup>o</sup> Buxton ||to pay|| Cap<sup>t</sup> & M<sup>r</sup> Lindoll  
27:00:0 towne 2<sup>l</sup>.06.0

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180:00:00

Att a meeting of the Selectmen May 14<sup>th</sup> being all present but M<sup>r</sup> Israell Porter Itt is ordered that whearas the Selectmen febr<sup>r</sup> 26<sup>th</sup> 1679/80 ordered that nine Akers of land should bee layd out to M<sup>r</sup> Sam<sup>l</sup> Gardner sen<sup>r</sup> (by the layers out) somewheere on the further syde of Ipswich River; wee doe upon further consideration Apoynt that itt shall bee layd out to him above W<sup>m</sup> Shaws or some Other sutable place and returne there of made to the towne for Aprobation According to the first grant thereof

Att a meeting of the freemen May 26 L<sup>t</sup> Jn<sup>o</sup> Puttnam was chosen a deputy to attend the Gen<sup>rl</sup> Court for this yeare, M<sup>r</sup> Bartholomew Gedny being taken of & [chosen a magistrate]

Att a Towne meeting June 4<sup>th</sup> 1680 chosen for the Jury of Tryalls

M<sup>r</sup> John Grafton

M<sup>r</sup> Tym<sup>o</sup> Lindoll

M<sup>r</sup> Hab Turner

M<sup>r</sup> Joseph Phipeny sen<sup>r</sup>

M<sup>r</sup> Nath Puttnam

M<sup>r</sup> Sam<sup>l</sup> Williams

& M<sup>r</sup> Nathaniell Ingersoll

Att a meeting of the Commision<sup>rs</sup> & selectmen of the Towne of Salem Aprill 23<sup>th</sup> 1680

In consideration that itt hath pleased god to vissett the Inhabitants of barbadoes with the small pox which is an infectious distemper and severall vessells being expected from thence, itt therefore being our duty that all due care may bee taken to prevent itt being brought in amongst us

Wee doe order that not any vessell which comes from the Is<sup>l</sup> of Barbados shall have liberty to land any Cotton wooll or other goods from on board there vessells nor any one of the comp, or passenger that shall come with them from thence shall have liberty or bee suffered to come on shore before thay are vissetted & examined by James Poland and Jn<sup>o</sup> Clifford one or both of which wee doe heareby fulley Impower to goe on Board all such vessel or vessells; and for that end to Impress any boate or Curnue & persons sutable to Attend them therein, likewise to give notice to them that thay suffer not any per-

son or persons to come on Board, that Neither the Comp or pasengers come on shore Nor any person or persons w<sup>t</sup>soever goe on Board of them upon there uttermost perrill, untill a tru Acc<sup>o</sup> bee given to the Selectmen of there health & condition thay are in by the s<sup>d</sup> persons Impowered & soe an order from the Selectmen may bee given forth either to licenc them or further to prohibett & forbid According as the case may justly require

[8] Att a meeting of Wm Browne & Bartholomew gidney Esq<sup>rs</sup>: togather with the Selectmen who ordered a warrant to bee drawn as followeth June 14 1680 To Cons<sup>t</sup> Peter Chevers. You are in his maj<sup>sts</sup> name, heareby required to Impress Wm marston to cary over the man (hee hath Brought in the towne, which man is vissetted with the distemper of the small pox) in the same boate hee brought him unto the house of Abra Reades On Royall Syde, which Sayd house if the man bee not willing to Reseave him into and to withdraw himselfe unto some other places for a short time, you are then heareby to Impress y<sup>e</sup> house & enter into itt and leave the distempered man there and Wm Marston with him to tend him, And to provide for them all such things as are Nessesary upon the townes Acc<sup>o</sup>: And to cause Abra Reade to depart or if hee bee not at home then to open the house as aforesayd, likewise to order Wm Marston to sink the boate in some convenyent place for her clensing; And all and every part heareof you are to Attend untill you shall Reseave further order and heareof you are not to fayle

Att a metting of the Selectmen June 24 Benj. Keazer his rates are abated, to Con<sup>st</sup> poland, upon consideration of his being out of the country & settled in Virginia

Att a metting of the Selectmen 23 July att m<sup>r</sup> Iraell porters & all present butt Cap<sup>t</sup> Browne John Hathorne is desired to draw a bill upon m<sup>r</sup> Jn<sup>o</sup> Turner for the delivery of the townes money in his hands which is 42<sup>l</sup>: s. <sup>d</sup> Unto Cap<sup>t</sup> Jn<sup>o</sup> Price & M<sup>r</sup> Tym<sup>o</sup> Lindoll: who ||there-upon doe|| stand engaged to paye & to delivour up the townes money againe, the next springe

John Hathorne is desired to speake with the former constables: viz: Abra: Cole: Ele Geoyles & Hen<sup>r</sup> Skery



and to give them Notice that the Selectmen have order spedly to settle the townes Accom<sup>ts</sup> with y<sup>e</sup> former treasur<sup>r</sup> M<sup>r</sup> Jn<sup>o</sup> Hull, and to see that the several Constables Comply in payeing in what is behinde of there rates ||seasonably|| that the treasurer may give in his Acc<sup>o</sup> to the country, the Next Session of y<sup>e</sup> Gen<sup>rl</sup> Courte (and Warne them not to fayle hearein

Cap<sup>t</sup> W<sup>m</sup> Browne & Jn<sup>o</sup> Hathorne are chosen & apoynted to vew the land att the End of m<sup>r</sup> Jn<sup>o</sup> Higginsons garden, and to Order, the place for the Setting up of his stable According to the grant of the towne Dated Novem<sup>br</sup> 3: 1679

[9] Ordered y<sup>t</sup> m<sup>r</sup> Ph: Cromwell & Jn<sup>o</sup> Hathorne shall reckon with m<sup>r</sup> Dan<sup>n</sup> Eps for this last halfe yeare and Jn<sup>o</sup> Hathorne to paye him whatt may bee his due out of the townes money in his hands

Ordered that y<sup>e</sup> buriall place shall bee fenced in with board fence betweene Sam<sup>n</sup> Pickmans and Jn<sup>o</sup> Pickmans land and m<sup>r</sup> Phillip Cromwell is desired to see the same speedly effected, making such gates as may bee sutable with a lock belonging thereunto, & this to bee donne upon the towns Acc<sup>o</sup>

Att a Gen<sup>l</sup> Towne Metting 27: 6.

Jn<sup>o</sup> Hathorne chosen moderator

M<sup>r</sup> Sam<sup>l</sup> Gardner Sen<sup>r</sup> Chosen Commis<sup>r</sup> or 8 man

David Phipeny is Chosen Clark of y<sup>e</sup> market for this yeare

Chosen for sceelers of leather for this yeare Rich Prin<sup>c</sup> & symon Horne

Voated that L<sup>t</sup> John Pickerings petition Concerning land is left to the Select—— to vew itt viz. that 5 or 6 Akers of Rocky land Neere (George) Darlings Acc<sup>o</sup> to the petition & make returne to the towne

Voated that 30<sup>s</sup> shall yett bee given to any y<sup>t</sup> shall kill a wolfe in Salem common According to y<sup>e</sup> last order

Voated that the five pounds payd at y<sup>e</sup> Gen<sup>rl</sup> Court for caution in Wenham Case shall bee againe repayd, which was p<sup>d</sup> ||to Cap<sup>t</sup> Wm Browne|| att a meeting of the selectmen y<sup>e</sup> 9: 4 mo. 81 w<sup>ch</sup> money was rec<sup>d</sup> of Cons<sup>t</sup> Nehemiah Willowbey

Voated, that the 35<sup>s</sup> house rent due to Jn<sup>o</sup> Marston from Bethya Allen wid<sup>o</sup> shall bee pd by the towne, which

35<sup>s</sup> was money & John Marston ord<sup>rd</sup> itt to bee p<sup>d</sup> M<sup>r</sup> Jo Cromwell

Att a metting of the Selectmen all present butt M<sup>r</sup> Gedney vz: 6

Wee doe order & desire M<sup>r</sup> Joseph Porter (if Wenham Cons<sup>t</sup> distraine for rates from him for his farme or any part of his Estate, y<sup>t</sup> now is or did belong to Salem in y<sup>e</sup> yeare 77) that her repleaue the goods againe in order to a Tryall in y<sup>e</sup> case.

John Marston sen<sup>r</sup> being complained of for Entertaineing Israell Thorne & famylie hee came before the Selectmen & Engaged to cleare the towne from all or any charge that may any wayes arise by reason of them for foure yeares Ensuing, unto which Jno. Marston did declare before the Selectment hee did binde himselfe his heirs & Executors & Adminestrators

[10] Att a metting of the Selectmen & Commision<sup>r</sup> or 8<sup>th</sup> man August 27<sup>th</sup> 1680

By Vertue of a warrant from the Country Treasurer to take a list of all male persons, with an Estimation of all Estates and to make returne to their sheire towne

We make returne thereof as ffolloweth viz: three hundred & seaven heads or male persons and the Estates of the towne amounts unto fourtey one pounds According to law, which makes in the whole Sixtey six pounds 11<sup>s</sup> 8<sup>d</sup> And wee doe desire the commision<sup>sr</sup> of the respective townes in this countye, would bee pleased yett to consider our former greate losses by the indian warr, togather with considerable losse since, and thereby many poore widows & fatherless children amongsts us

\*Att a metting of the Selectmen 17:7 present Ordered y<sup>t</sup> warrants shall bee sent to y<sup>e</sup> last yeares constables to appeare before the Selectmen the 21<sup>t</sup> of this Ins<sup>t</sup> m<sup>o</sup> being tuesday aboute nine oclock in y<sup>e</sup> morning at M<sup>r</sup> Dan<sup>l</sup> Kings house to make up there Acc<sup>o</sup>

\*not posted

Agreed that 50<sup>s</sup> shall bee allowed Tho Greenes this yeare the Better to Enable him to keepe (Sarah) Lambert Child hee being poore & in wante

p <sup>d</sup> more then y <sup>e</sup> 50 <sup>s</sup> in last yeares acc <sup>o</sup>	@	2 <sup>s</sup>	} 50 <sup>s</sup>
p <sup>d</sup> by Cap <sup>t</sup> Wm Browne more		10 <sup>s</sup>	
a bill to cons <sup>t</sup> Buxton		38	



Aprill 1, 1681

Att a meeting of the Selectmen 21:7:80 Cap<sup>t</sup> W<sup>m</sup> Browne D<sup>r</sup> to a bill charged upon Cons<sup>t</sup> Pet Chevers 10<sup>l</sup> 0.0 to bee p<sup>d</sup> out of y<sup>e</sup> towne rate

M<sup>r</sup> Phillip Cromwell had a bill charged upon Cons<sup>s</sup> Nehe Willowby for 10<sup>s</sup> due to y<sup>e</sup> s<sup>d</sup> Cromwell for the foundation layeing of meeting house

The minesters rate Committed unto ||Cons<sup>tl</sup>|| John Batchelder and Jn<sup>o</sup> Buxton <sup>th</sup> order is thus proportioned or devided viz

Con <sup>st</sup> Jn <sup>o</sup> Batchelder Dr to pay Cap Price	
& M <sup>r</sup> Lindoll	22:00:00
To pay the towne	5:18:00

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27:18:00

Con <sup>st</sup> Jn <sup>o</sup> Buxton to paye Cap <sup>t</sup> Price & M <sup>r</sup> Lindoll	5:00:00
To pay the towne	1:09:00

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34:07:00

[11] Constable Edw<sup>r</sup> flint is D<sup>r</sup>

	l	s	d
To his   proportion of the   minesters rate	39	12	10
To his proportion of the country rates	73	18	06
To his country & towne rate made togather	46	04	06

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159:15:10

Cred:

	l	s	d
Jan <sup>r</sup> 6 1679 <sup>th</sup> money p <sup>d</sup> the treasur <sup>r</sup> 25 <sup>l</sup> w <sup>ch</sup> is his p <sup>t</sup> of the 4 Coun <sup>try</sup> rate pay <sup>d</sup> to him & in rate pay accord <sup>g</sup> to warrant	50	0	0
Aprill 28 1680 <sup>th</sup> money p <sup>d</sup> the treas <sup>r</sup> 6 <sup>l</sup> & rate pay <sup>d</sup> 12 <sup>l</sup> w <sup>ch</sup> is his proportion	18	0	0

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68:0:00

l s d

payd m <sup>r</sup> Jo Turner for his prop <sup>n</sup> of the mo <sup>rs</sup> rate	37	10	00
--	----	----	----

Towne Acc <sup>o</sup> p <sup>d</sup> m <sup>r</sup> Edm <sup>o</sup> Batter	03	19	11
--	----	----	----

p <sup>d</sup> Geo. Booth 6 <sup>s</sup> 4 <sup>d</sup> m <sup>r</sup> Jn <sup>o</sup> Gedney abat <sup>ed</sup> 15 <sup>s</sup>	00	13	04
--	----	----	----

p <sup>d</sup> m <sup>r</sup> Edw. Norrice 12 <sup>s</sup>	00	12	00
--	----	----	----

p Tho Maule 18 <sup>s</sup> abated	00:18:00
p severall men p <sup>d</sup> for work at Cutt $\text{p}$ m <sup>r</sup> Ph	1. s d
Cromwells order	0:05:06
p <sup>d</sup> $\text{p}$ Cap <sup>t</sup> Jo. Price 3 <sup>l</sup> :16:0	03:16:00
9.4.81 $\text{p}$ abatements of his own & others rate	11:00:03
$\text{p}$ transportation & charge	01:10:00
$\text{p}$ p <sup>d</sup> m <sup>r</sup> Jo. Gedney a bill	12:08:00
$\text{p}$ L <sup>t</sup> Jer <sup>e</sup> Peale 40 <sup>s</sup>	2
$\text{p}$ allowed for Jos. Buffom Caleb	00:08:00
Buff. robert wilson & edw flint 2 <sup>s</sup>	143:01:00
$\text{p}$ for work upon reding highway	
11:9:81 $\text{p}$ abatements more	003:06:06
	146:07:06

M<sup>r</sup> Nehemiah Willowbey Const<sup>t</sup> Reckoned with the Selectmen the 9<sup>th</sup> June 81 and is fulley acquitted & cleared from his acc<sup>o</sup> of rates committed into his hands Const<sup>bl</sup> Nehemiah: Willowbey is D<sup>r</sup>

	ld
To: his proportion of the minesters rate	38:06:00
To: his proportion of the 4 Country rates	67:03:02
To: his proportion of the Country & towne rate together	40:13:02
	146:02:04

Cred $\text{p}$ p <sup>d</sup> m <sup>r</sup> Jn <sup>o</sup> Turner    money 23:13:4	23:13:00
4   for the minesters rate	35:10:00
p <sup>d</sup> m <sup>r</sup> Jn <sup>b</sup> Hull Treasur <sup>r</sup> in money 21 <sup>l</sup> 16 <sup>s</sup> for the first 4 Country rates w <sup>ch</sup> in rate paye is	43:00:00
p <sup>d</sup> m <sup>r</sup> Jn <sup>o</sup> Hull treasur <sup>r</sup> in money towards y <sup>e</sup> } 1/2 rate for Country }	06:00:00
p <sup>d</sup> m <sup>r</sup> Jo. Hull Treasur <sup>r</sup> towards the rate for country money 8 <sup>l</sup> w <sup>ch</sup> in rate pay is	12:00:00
	96:10:00
p <sup>d</sup> upon the townes Acc <sup>o</sup> to severall perticuler persons as p <sup>r</sup> bills & accompt upon file y <sup>e</sup> Summe of	32:08:07



Abated to m <sup>r</sup> Willowbey for Severall p <sup>r</sup> sons as p <sup>r</sup> Acc <sup>o</sup> upon file	5: 16: 11
	<hr/> 134: 15: 06
Reckoned with Constable Nehemiah Willow- bey and hee is D <sup>r</sup> to the towne by Bal- lance of his rate Acc <sup>o</sup>	11: 06: 10
	1
Cred <sup>r</sup> ₤ a bill charged to pay walter skiner	1: 00: 00
9: 4: 1681 ₤ money Rec <sup>d</sup> 5 <sup>l</sup> 3 <sup>s</sup> w <sup>ch</sup> accord <sup>gn</sup>	
to his warrants Ans <sup>w</sup> for	10: 6: 0
y <sup>e</sup> other 8 <sup>d</sup> abated	00: 0: 10
	<hr/> 11: 06: 10
five pounds of this was p <sup>d</sup> Cap <sup>t</sup> browne for caution money Lent in Wenham case	
[12] Constable James Poland is D <sup>r</sup>	1 s
To his proportion of the minesters rate	41: 13: 00
To his proportion of y <sup>e</sup> 4 Country rates	71: 11: 04
To his country & towne rates made together	44: 04: 01
	<hr/> 157: 08: 05
James Poland Cons <sup>t</sup> Cred <sup>r</sup>	
p <sup>r</sup> p <sup>d</sup> m <sup>r</sup> Jn <sup>o</sup> Turner for y <sup>e</sup> M <sup>rs</sup> Rate	38: 00: 0
p <sup>d</sup> m <sup>r</sup> Jn <sup>o</sup> Hull treasur <sup>r</sup> for y <sup>e</sup> first 4 rates in money 24 <sup>l</sup> w <sup>ch</sup> in pay is	48: 00: 00
p <sup>d</sup> money 6 <sup>l</sup> p <sup>d</sup> m <sup>r</sup> Hull treasurer & rate paye paye 12 <sup>l</sup> for Country rate	18: 00: 00
p <sup>r</sup> a bill p <sup>d</sup> unto Cap <sup>t</sup> W <sup>m</sup> Browne for the towns acc <sup>o</sup>	06: 00: 00
p <sup>d</sup> severall men y <sup>t</sup> worked at y <sup>e</sup> Cutt	00: 19: 06
p <sup>d</sup> Rob Stone ₤ bill	01: 00: 00
p <sup>d</sup> Rich Prince ₤ bill	00: 15: 06
p <sup>d</sup> John Lander ₤ bill	00: 03: 00
₤ abatement for Jos Miles rates	
₤ abatements for Benj <sup>m</sup> Keazers rates	
1680 ₤ Walter Skiner belman	02: 00: 00
1679 ₤ Walter Skiner Belman	01: 00: 00
	<hr/> 115: 18: 00
₤ work donne for y <sup>e</sup> townes acc <sup>o</sup>	000: 17: 06

10:11:78	⌘ work donne formerly at y <sup>e</sup>	
	town acs	001. 17. 04
⌘	abatements of his own rates & severall	
	other mens	010: 09: 06
⌘	contra	
⌘	transportation and charge	000: 15: 00
		<hr/>
		129: 17: 04

Reckoned with Const James Poland the 11 Nov<sup>r</sup> 81  
& hee is Dr to the towne y<sup>e</sup> ball of acc<sup>o</sup> 27<sup>1</sup>: 11<sup>s</sup>: 01 p ye  
comm

Contable peter Chevers is D <sup>r</sup>	li	s	d
To: his proportion of the minesters rate	41: 06: 06		
To: his proportion of the 4 Country rates	62: 02: 08		
To: his country & towne rates made together	38: 10: 01		
<hr/>			
141: 19: 03			

Cred<sup>r</sup> p<sup>d</sup> m<sup>r</sup> Jn<sup>o</sup> Turner for y<sup>e</sup> minest<sup>rs</sup> rate  
in money 25<sup>1</sup>: 13<sup>s</sup>: 4<sup>d</sup> w<sup>ch</sup> with 1/3

	l	s	d
abatem <sup>t</sup> am <sup>o</sup> to	38: 10: 00		
p <sup>d</sup> m <sup>r</sup> Jn <sup>o</sup> Hull Treasur <sup>r</sup> in money for the first			
4 Country rates 21 <sup>1</sup> money	42: 00: 00		
p <sup>d</sup> m <sup>r</sup> Jn <sup>o</sup> Hull treas <sup>r</sup> for the proportion of			
one rate & 1/2 Country 5 <sup>1</sup> money & ten			
pound rate pay	15: 00: 0		
<hr/>			
95: 10: 00			

p <sup>d</sup> marshall skery ⌘ bill	00: 15: 00
p <sup>d</sup> John Hathorne ⌘ bill	01: 01: 06
p <sup>d</sup> Jer Neale ⌘ bill	00: 05: 00
p <sup>d</sup> ffran <sup>cs</sup> skery ⌘ bill	05: 00: 00
p <sup>d</sup> Walter skiner belman	02: 00: 00
p <sup>d</sup> ffran <sup>cs</sup> skery more ⌘ bill	04: 15: 00
p <sup>d</sup> ffran <sup>cs</sup> skery more ⌘ bill	00: 08: 00
p <sup>d</sup> m <sup>r</sup> Edm Batter ⌘ bill	01: 00: 00
p <sup>d</sup> by abatement to Isaac Woodbury	00: 06: 00
p <sup>d</sup> by abatement to Elnor Hollingworth	00: 09: 00



p <sup>d</sup> severall men y <sup>t</sup> work <sup>d</sup> at y <sup>e</sup> Cutt ¶ m <sup>r</sup> Ph: Cromwell Overseers order	0:12:00
	<hr/> 112:01:06
¶ abatements for severall men gone &c ac- cord <sup>g</sup> to Acc <sup>o</sup>	002:02:10
¶ his tyme & others together with disburst- ments for a man visetted w <sup>th</sup> y <sup>e</sup> small pox & sent to Ro. syde	01:08:00
	<hr/> 115:12:04
Reckoned with Con <sup>sr</sup> Pet Chevers the 21 <sup>th</sup> Sep <sup>t</sup> 1680 and hee is D <sup>r</sup> to the towne ¶ y <sup>e</sup> Ball <sup>ce</sup> of his rates Acc <sup>o</sup>	l s d 25:06:11
P ¶ Contra	8:18: 5
	16:08:6
[13] Const James Symonds is D <sup>r</sup>	l s d
To his proportion of the minesters rate	28:02:00
To his proportion of the 4 Country rates	57:06:04
	<hr/> 36:09:05
To his Country & towne rates made together	121:17:09
Cred <sup>r</sup> payd m <sup>r</sup> Jo. Turner for y <sup>e</sup> min <sup>strs</sup> rate	26: 0: 0
payd m <sup>r</sup> Hull Treasur <sup>r</sup> as p <sup>r</sup> his rec <sup>t</sup> dated Jan <sup>r</sup> 6:79 in money 20 <sup>l</sup> 10 <sup>s</sup>	41: 0: 0
March 20:79 payd m <sup>r</sup> Hull Treasur <sup>r</sup> as p <sup>r</sup> his rec <sup>t</sup>	15:00: 0
Aprill 28:80 in money 5 <sup>l</sup> rate paye 10 <sup>l</sup>	<hr/> 82:00: 0
payd to the Towne	
payd severall for work donne upon the high wayes Eli Ge—— overseer	3: 9: 0
payd severall for worke upon y <sup>e</sup> highwayes Ens. felton overseer	1: 1: 0
payd severall for work donne upon y <sup>e</sup> High- ways more ¶ En <sup>s</sup> felton overseer	1:13: 0
To fran <sup>cs</sup> Skerye payd	1:05: 0
17:12:79 abated for several men	4:04: 0
abated his owne rates	2:11: 0
abated Tho: Howards rates	0:15: 4
payd 8 men y <sup>t</sup> worked upon	

read<sup>s</sup> road Jn<sup>o</sup> Pickering over-  
seere 2<sup>s</sup>

0:16: 0

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97:14: 4

Reckoned with Const<sup>t</sup> Ja. Symonds the  
14:12 m<sup>o</sup> 80 & hee is Dr to the towne  
by Ball<sup>ce</sup> of his rate Acc<sup>o</sup>

97:14: 4

24: 3: 5

24:03: 5

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Res<sup>d</sup> Novem<sup>br</sup> 22<sup>th</sup> 81 money 8: 0:00

16:00:00

Rec<sup>d</sup> p<sup>r</sup> Cap<sup>t</sup> W<sup>m</sup> Browne a bill

4:13:04

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20:13: 0

C<sup>rd</sup> ⌘ transportation allowed 10<sup>s</sup> 5<sup>d</sup> & ⌘ L<sup>t</sup>  
Jn<sup>o</sup> Pickering 3<sup>l</sup>

03:10: 5

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24:03: 5

\*Reckoned with James Symonds 26:10:82 & all acc<sup>o</sup>  
cleared

†Const: Job Swinerton D<sup>r</sup>

To his proportion of the minesters rate 05:10:00

To his proportion of the 4 Country rates 54:05:00

To his Country & towne rates made together 33:05:08

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93:00:08

Const<sup>t</sup> James Poland D<sup>r</sup> ⌘ Contra ⌘ bill

27:11:01

C<sup>rd</sup> ⌘ p<sup>d</sup> Cap<sup>t</sup> w<sup>m</sup> Browne ⌘ bill

007:00:00

⌘ p<sup>d</sup> m<sup>r</sup> sam<sup>l</sup> Gardner ⌘ bill

4:12:00

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11:12:00

⌘ m<sup>r</sup> Edw. Norrice p<sup>d</sup>

3:00:00

⌘ Walter Skinner p<sup>d</sup>

3:11:06

⌘ Serj<sup>t</sup> Tho. ffuller p<sup>d</sup>

1:10:00

⌘ m<sup>r</sup> Sam<sup>l</sup> Gardner sen<sup>r</sup>

7:17:07

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27:11:01

\* Marginal note.

† Crossed out.



Reckoned: the 18<sup>th</sup> Decem<sup>br</sup> 1682 & all acc<sup>o</sup>. Ballanced  
Const Peter Chevers is Cred<sup>d</sup>

⌘ Geo Booth ⌘ bill paid 2:14:05

⌘ 32 B lime for y<sup>e</sup> towne house 12<sup>d</sup> B money  
acc<sup>o</sup> 3:04:00

⌘ money paid 30<sup>s</sup> y<sup>e</sup> 11<sup>th</sup> Novem<sup>br</sup> 81 acc<sup>o</sup> 3:

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08:18:05

Reckoned with Peter Chevers Const 11 Novem<sup>br</sup> 81 &  
hee is D<sup>r</sup> to the towne ⌘ y<sup>e</sup> Ballance of his rate acc<sup>o</sup>

16<sup>l</sup>:08:06

⌘ a bill p<sup>d</sup> Cap<sup>t</sup> Wm Browne 10<sup>l</sup> which was  
p<sup>d</sup> in money 5<sup>s</sup> 10:00:00

⌘ abatements & goeing to boston 01:10:00

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11:10:

3: 2:82 ⌘ money Rec<sup>d</sup> 3<sup>l</sup> 15<sup>s</sup> w<sup>ch</sup> is in full  
for w<sup>t</sup> Remaines being 4:18: 6

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16:08: 6

\*3: 2:82 55<sup>s</sup> mony p<sup>d</sup> m<sup>r</sup> gedney 4<sup>l</sup> acc<sup>o</sup> 20<sup>s</sup> money p<sup>d</sup>  
Jer Peale

[14] There being a returne made by m<sup>r</sup> Edm<sup>o</sup> Batter  
& ffran<sup>cs</sup> Nurce Concerning the laying out a parcell of  
Land granted ||Rob ffollett|| by the Towne, the Select-  
men agree to Record the same upon Rob<sup>rt</sup> folletts request  
which Returne is as followeth

ffor:Rob: ffollett

Layd out by ffran<sup>cs</sup> Nurse & Edm<sup>o</sup> Batter aboute 14 Ak<sup>rs</sup>  
of land neere Thomas James farme beginning at y<sup>e</sup> two  
South Bounds of m<sup>r</sup> Wm Browns ffarme Southward to  
the Country road neare Jer<sup>h</sup> Meachums fulling mill, and  
from m<sup>r</sup> Browns S. E. Corner Bounds straight up to a  
Corner Bound in y<sup>e</sup> swamp which is sayd to bee Jn<sup>o</sup>  
Smalls & Tho. James Bound N. E. & soe back to John  
Smalls bound On the west if free from former grants  
Dated 22 Aprill 1675

this was signed ⌘

ffran<sup>cs</sup> Nurse

Edm<sup>o</sup> Batter

\* Marginal note.

(To be continued.)

THE  
ESSEX INSTITUTE  
HISTORICAL COLLECTIONS

VOL. LXII — APRIL, 1926

ISSUED QUARTERLY



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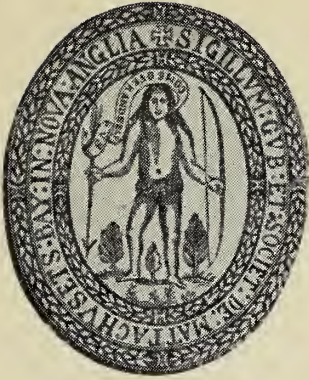
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MASSACHUSETTS



Original Seal



Pemaquid Seal



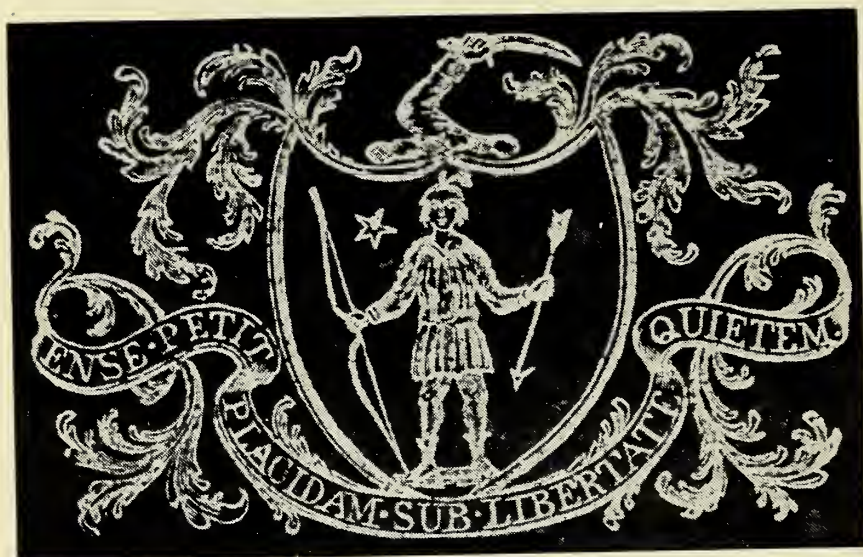
Anchor and Codfish Seal



Sword-in-hand Seal



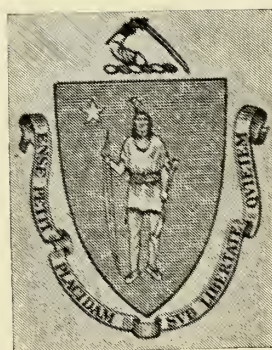
# MASSACHUSETTS



1789



A Massachusetts Paper  
"Stamp" Seal



Present Seal or Arms

# HISTORICAL COLLECTIONS OF THE ESSEX INSTITUTE

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VOL. LXII

APRIL, 1926

No. 2

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## SEALS OF MARITIME NEW ENGLAND.

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BY LOUIS F. MIDDLEBROOK.

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The history of New England could no doubt be made replete with accounts of voyages and discoveries, a summary of which would include references to every community now known on its coast, from the St. Croix River to the Hell Gate narrows of New York City; and as for the "howling wildernesses" back inland that were, these too would yield distinct mention in many of the myriads of discovery tales of the past ages, were they to be carefully analyzed. But the origins of the first settlements were of the maritime nature, and it is concerning these, where the foundation of our government was primarily established, that this work is devoted.

It is not impossible, even now, for us to see them coming, long tossed by the mad Atlantic in the little vessels, some staunch and seaworthy, others old, unreliable, and of such queer construction as to make us pause and reflect how it was they were able to even ride upright in water, to say nothing of conjecturing as to how they could be navigated on a straight course in a moderately calm sea—not mentioning the stormy ones,—or how they could record position, time, or make any real calculations at all that would satisfy even a rover. When one stops to consider the awful handicaps that they confronted in this direction alone, then the question naturally arises, how could they have planned to supply the passengers and crew of an eighty-ton ship with the necessities of life, find places for them all, with their luggage and freight, household goods, tools, ploughs, and perhaps a few cattle,



swine, sheep, etc., for a voyage of such unknown quantity, —have their plans mature, live to tell the story, and then settle a wilderness besought with savages, build homes, establish communities, commerce and trade, and set up a government. It must have been a sort of miraculous life of chance that was taken by those old navigators, for certainly it could not have been done with a real strictly strong confidence that those expeditions and voyages were to be successful; and still there must have been a reliance determined and placed upon precedent, that led so many to entrust themselves to such meagre means of travel, as well as a faith that somehow remained unshaken, even in the face of disastrous reports concerning others preceding them. Their works and deeds remain. Some are more carefully preserved than others. All are true relics of antiquity and prescribe the veritable historic doctrine that requires no tradition or fiction to bolster it up. One deplorably lacking factor that could have been an invaluable record reinforcement now and then, would have been illustration, but that factor was somehow not an inborn instinct in the nature of most of our ancestors, or at least, if it was, it was carefully concealed under a bushel; and as for those few cases we do occasionally find where records were illustrated, they were of such crude conception, form and import that wonderment strongly appeals for a translation of them.

While in quest for, and absorbing some of these doctrines of history, particularly the deciphering and analyzing of old letters and public documents, there is a certain stimulus given to the impressions gained, not only from what might be termed the architecture of ancient penmanship and its remarkable orthography, but also from the established usage of sealing by the old-time process of impress, or wax and wafer, the many formal writings that demanded the careful consideration and preparation which were to establish the reliance upon what was meant to be conveyed and expressed. Aside from the practice of destandardized spelling, which almost vibrated with curious enough originality sufficient in itself to defy precise copying, the addition of the seal, stamp or die con-

taining a device that illustrated by an image or motto or both in relief, was apparently meant first as a reinforcement or ratification of the expressed and written act, and secondly, perhaps, as a guard against any possibility of forgery and to forestall any attempt at duplication.

Most all of these seals that left their illustrative impressions were engraved with almost super-artistic taste and care, and combined dignity with the symbolic meaning that each one possessed. They did not contain any superfluous attempts, as have been and are portrayed in seals of comparatively modern times. When these set standards or seals were considered and adopted by communities, towns, cities, ports, colonies, states or countries, they were doubtless then originated for permanency, as representing by their designs the symbolic signet indicative of the particular settlement or locality, describing at a glance the historic or individual characteristics of the place.

Time, war, pillage, fire, flood and carelessness, have in many instances been causes of the destruction of records that otherwise would now provide historic evidence for the reasons for things; and these elements, particularly carelessness, even in the youthful civilized age of the New England states, as compared with the ravaging epochs of both civilized and uncivilized foreign countries, appear to have obliterated to some extent the sealed records that only keen observation and extra diligent search discloses, away from the realms of the public office where such evidence is supposed to, but does not always, repose.

Most all of New England was first settled upon its seaboard, and the marine influences attributable to such settlements were usually reflected in their official original seals. But in some cases these original seals have deliberately been discarded, and replaced by various combined designs portraying industry, transportation, trade, agriculture, and sometimes *traditional* historic symbols injected by political, individual or factional whim or fancy, resulting almost in stigmatic, artless puzzles, and allowed to stand triumphant as representing seals of



communities that once properly acknowledged and announced their births and beings. The reasons for the adoption of an original seal belonged to the first settlers to interpret, and in examining some of the alterations that have been made in these historic standards, it almost seems blasphemous and bordering upon profanation that such pitiful substitute blemishes have been permitted. Original seals contained the contemporaneous colonial appearance in artistic and typographic design that was then adopted for permanent use and bore the true art and simplicity that should have been retained as proof of the historic source of each settlement, if for nothing else, with the single exception of the legitimate transformation from colony to state, or from regnal to federal influence.

Commerce and the fisheries were reflected in the seals by various communities on the New England seaboard, but now only a few remain as originally drafted. Of the original coast colonies themselves, Maine, New Hampshire and Rhode Island still maintain the maritime designs in their great seals, although it is true that Massachusetts and Connecticut also possessed seals of this order at one time in their history as is hereafter shown.

### NEW HAMPSHIRE.

The history of the seal of NEW HAMPSHIRE probably began in 1679-1680, and the data pertaining to all of the succeeding seals used by New Hampshire are very ably set forth in a complete forty-two page brochure produced in 1916 by Otis G. Hammond, Superintendent of the New Hampshire Historical Society, and published by the State. The British Royal Arms, of course, predominated until 1775, when the Royal Government passed away at the time of the First Provincial Congress held at Exeter in July, 1774. Then it was that a new seal was made and used as shown herein, known as the Colony seal of 1775. It was only an inch and a half in diameter and its design consisted of a fish and a tree, between which was a package of five arrows bound together, the latter doubtless representing the five counties of the colony, and the former representing the sources of subsistence. This device was





NEW HAMPSHIRE



1775



1776



1896

surrounded with the words "*Colony of New Hampshire—Vis Unita Fortior*," meaning "Strength united is stronger." This Colony seal was used for about a year, when New Hampshire became a State. As the resolution of statehood was not passed until Sept. 10th, 1776, the new die must have been made during the summer after the Declaration of Independence. The seal was then enlarged to an inch and three-quarters in diameter, containing the same fish, arrows and tree, but the motto or inscription was produced in Latin as follows: "SIGILL: REI-PUB: NEWHANTONII: VIS UNITA FORTIOR." The original die of this seal is in the possession of the New Hampshire Historical Society, and was the first State seal. This design was maintained until 1784, when the new State Constitution became effective, and the following vote was adopted by the House of Representatives June 12th, 1784: "VOTED, That the Honb'l George Atkinson Esqr., Mr. John Pickering, and Major Gains with such of the Honbl. Senate as may be join'd, be a Committee to prepare a Device and Inscription for a Seal for this State, and lay the Same before this House at their next Session, and that the Seal used under the late Constitution be made use of until another is provided." This Committee reported Nov. 1, 1784, as follows: "The Committee chosen at the last Session of the General Court for preparing a Device and Inscription for a Seal for this State, reported that the Device be a field encompassed with Laurel—round the field in Capital Letters "SIGILLUM REIPUBLICAE NEO HANTONIENSIS," on the field a rising sun and a ship on the stocks with American banners displayed, and that said seal be two inches diameter—which device and inscription be considered. Voted that the same be received and accepted and that the same Committee procure the Seal as soon as may be." The report was accepted and the Senate concurred Nov. 4, 1784. The seal was made and placed in use, but shortly afterwards doubt seems to have arisen as to the legality of the seal, as authorized only by a concurrent vote of the House and Senate, and the authorization of the seal was embodied in an Act passed Feb. 12, 1785, when the legality of the seal was established in statutory form as follows:



*"An Act to Establish a Seal to be used as the Great Seal of this State.*

"Whereas, the Committee appointed by the General Court to prepare a device and inscription for a State Seal, did on the first day of November last (1784), lay before said Court a device with the following inscription viz: A field encompassed with Laurels,—round the field in capital letters "SIGILLUM REIPUBLICAE NEO HANTONIENSIS," on the field a rising sun and a ship on the stocks with American banners displayed, being two inches diameter,—which was then Voted to be received and accepted and accordingly hath since that time been used as the Great Seal of the State. But as doubts have since arisen whether the Vote for establishing said Seal was sufficiently explicit, for removing such doubts, Therefore,—“Be it Enacted by the Senate and House of Representatives in General Court convened, that the said seal with the above recited inscription be fully established and used in all cases as the Great Seal of this State, And considered as having been such from the first day of November last.”

Notwithstanding new dies and minor changes have been made in the details of the seal since the original one was made, the date 1784 has been continuously used to the present day. The various Royal seals of New Hampshire prior to the Colony seal, are known as the "Cutt" seal of 1679/80; the "Cranfield" seal of 1682; the "Dudley" wood-cut seal of 1686, as shown in Vol. I, p. 811, Province Laws of New Hampshire; the New England seal of Andros; the handsome "William & Mary" seal of 1692; the so-called "Allen" seal of 1695; the "Bellomont" seal of 1699; the "Dudley" seal of 1705 under Queen Anne, which was slightly changed in 1709; the "Shute" seal of 1718; the seal of "George II," 1729; and the beautiful seal of George III of 1760.

### MASSACHUSETTS.

Just why the Colony of MASSACHUSETTS BAY did not permanently adopt a seal with a maritime design, along with its sister colonies, has not been explained. Nearly

every seaboard settlement of the old Bay State derived its living from the sea, from what is now Maine to the fist of Cape Cod; but the presence of the Indian was probably more predominant in the minds of the settlers and no doubt contributed more influence and attracted more attention in the early history of the Province, and on that account may have been selected as the settler's first impression of importance to contend with before their livelihood was given much consideration. Thomas C. Amory of Boston presented an outline of the history of the Massachusetts seal in December, 1867, in his paper read before the Massachusetts Historical Society. In April, 1629, the Company of Massachusetts Bay in an official letter informed Governor Endicott that they had sent by Samuel Sharpe, a passenger in the *George*, the Company's seal in silver, which contained the image of an Indian with flowing hair, with a girdle of leaves about his loins, a bow in his right hand, an arrow in his left, and on either side of him two diminutive pine trees. In his mouth was a ribbon upon which was displayed the motto, "*Come over and help us.*" Around this seal, which was more or less elliptical in form, was the inscription: "SIGILLUM GUB. ET SOCIET DE MATTACHU-SETS BAY IN NOVA ANGLIA," and surmounting the head between the words "Sigillum" and "Anglia" was a cross. This seal, or rather its counterpart, said to have been engrossed by Hull, master of the Mint, was kept by the Governor, who was by law authorized to use it upon commissions, powers of attorney, etc., in reinforcing his signature.

After 1684 this ancient seal was abandoned, and was succeeded by the Royal Arms until the close of the Revolution in 1784. In 1686 the seal contained the figure of James II seated and two figures in a kneeling position before him, one tendering a petition and the other offering tribute. The motto was, "NUNQUAM LIBERTAS GRATIOR EXTAT," and on the opposite side were the Royal Arms with the inscription "SIGILLUM NOVAE ANGLIAE IN AMERICA." During Governor Phips' regime in the beginning of 1692, the Colonies of Plymouth, Massachusetts Bay and Maine were combined into the Province



of Massachusetts Bay, and the seal then contained the Royal Arms and the inscription, "SIG. R. PROVINCIAE DE MASSACHUSETTS BAY IN NOVA ANGLIA IN AMERICA." No lion or unicorn supported the arms down to September 13, 1728, but they did appear in the seal from April 18, 1729, to June 29, 1773. Thereafter the Royal Arms vanished from the Statutes of the Province.

#### SWORD-IN-HAND SEAL.

July 19, 1775, a new seal appears to have been arranged for. A committee duly appointed by the House, presented a device somewhat similar to that under the first charter to be established as the seal of the Colony for the future. This was accepted August 7, 1775, by the Council, with an amendment that instead of the Indian holding a tomahawk and cap of liberty, there be an English-American holding a sword in the right hand and Magna Charta in the left, and imprinted upon it, and around him, these words: "ENSE PETIT PLACIDAM SUB LIBERTATE QUIETAM," which, being sent down, was concurred in. This was from the work of Algernon Sidney's "Discourses Concerning Government," first printed in 1698, republished in 1763, and again in 1772. A few days after the adoption of these Arms, bills of credit bore the figure of an American with sword and magna charta and the motto of the seal, and the words, "*Issued in defence of American Liberty.*" This was known as the "Sword-in-Hand" seal, and the copper plates engraved by Paul Revere are said to repose in the State Department at Boston. December 13, 1780, the old first charter seal was revived. Nathan Cushing was the Committee to prepare the seal for the Commonwealth, and the device was as follows: An Indian dressed in his shirt and moccasins, belted properly. In his right hand a bow. In his left hand an arrow, its point towards the base. On the right side of the Indian's head, a star—(for *one* of the United States of America). For the crest, on a wreath a right arm clothed and ruffed properly, grasping a broad sword—and this motto: "ENSE PETIT PLACI-

DAM SUB LIBERTATE QUIETAM," and around the seal "SIGILLUM REPUBLICAE MASSACHUSETTS." It was advised that the said report be accepted as the Arms of the Commonwealth of Massachusetts. (See Colonial Records, Vol. 15, p. 49.)

#### ANCHOR AND CODFISH SEAL.

In 1661, when Maine began to be more prominently recognized as a part of the Province of Massachusetts Bay, it seems that a seal was adopted known as the "*Anchor and Codfish*" seal. This contained the motto, "NEC FRUSTRA DEDIT REX." This is found on bills of credit, and on seals of Court, deeds and other papers, and the seal itself is deposited in the Massachusetts Historical Society.

This seal was adopted as a result of a settlement made on the Kennebec River by the Plymouth Company, which owned a large territory consisting of practically all the Maine terrain of value at that time, as specified by the *Kennebec Patent*, and described thus: "Unto William Bradford, his heirs and associates and assigns all that tract of land which lyeth within or between and extendeth itself from the utmost limits of Comaseconty which adjoineth the River Kennebeck, towards the Western Ocean, and a place, the Falls of Nequamkick and the space of fifteen English Miles on each side of said River, and all of said River Kennebeck that lyeth within the said limits." The first purchasers, in 1661, were Antipas Boyes, Edward Tyng, Thomas Brattle, and John Winslow. The Plymouth Company consisted of some thirty members, who owned a larger or smaller number of shares. Several of them were the most wealthy and influential men of the Province of Massachusetts Bay, and some were officially connected with the Government. Among its members were Judges, Merchants and Baronets. In fact, said the Hon. William Goold of Windham, Maine, in 1876, "This corporation might, with almost as much truth, exclaim, as did Louis XIV, 'I am the State.'" Governor Shirley to them was every attention. Among their members were Thomas Hancock, Dr. Silvester Gar-



diner, James Bowdoin and William Bowdoin, all of Boston; and we find recorded the following: "On 24th of January 1753, Voted unanimously that this Propriettee have a common seal, and that it shall be cut by Thomas Johnston, representing an Anchor, with a Codfish across the same, with the motto 'NEC FRUSTRA DEDIT REX,' be the seal, and kept by the Clerk of this Propriettee for the time being." For years this territory was the property of the Plymouth Colony.

In recording these data relating to this marine signet of an Anchor and Codfish, one of the poetic passages of "Ogilby's America," published in 1671, is forcefully drawn to mind, as representing the bill of fare for which our coast is perhaps somewhat famous. While, with all due respect to the memory of Mr. Thomas Johnston of Boston, the engraver (1708-1767), and his conception of a codfish and its comparison to the anchor, as shown in his "cutting" on the seal, which perhaps might be subject to criticism,—it may be that he too read Ogilby, and made his cutting of such a composite character that no one piscatorial specialist could possibly take exception to his art, if at all partial to the other and various genii so temptingly arrayed in the following verse:

"The King of Waters, the sea shouldering Whale,  
 The snuffing Grampus, with the oily Seale,  
 The storm-presaging Porpus, Herring-Hog,  
 Line-shearing Shark, the Catfish and Sea Dog,  
 The Scale-fenc'd Sturgeon, wry-mouthed Hallibut,  
 The flouncing Salmon, Codfish, Greedigut,  
 Cole Haddock Hake, the Thornback and the Scate,  
 Whose slimy outside makes him sold in date,  
 The stately Bass, old Neptune's fleeting Post  
 That tides it out and in from sea to coast;  
 Consorting Herrings, and the boney Shad,  
 Big-belly'd Alewives, Mackerels richly clad  
 With rainbow colours, Frost-fish and Smelt,  
 As good as ever Lady Gustus felt.  
 The spotted Lamprous Eels, the Lamberies  
 That seek fresh water brooks with Argus eyes,  
 These watery villagers, with thousands more,  
 Do pass and re-pass near the verdant shore."

## PEMAQUID SEAL.

Another important official seal used in the Maine Province of Massachusetts Bay, and probably contemporaneously with the "Indian" colonial seal, was the "PEMAQUID" seal. The Pemaquid Patent was granted 20th Feby. 1631, to Robert Aldworth and Gyles Elbridge, consisting of 12,000 acres laid out near the River Pemaquid, including all the islands and adjoining the sea. "A. E." in this seal (which contains a ship of the period, of 16 guns, and the legend "THE ANGEL GABRIEL" 1631) were the initials of the Patentees. 1631 was the date of the Patent, which may be found printed in detail in the Historical Review of Ancient Pemaquid by J. Wingate Thornton. The original *Gabriel* was a small bark, one of Frobisher's Discovery ships, engaged in no less than three of his expeditions, the voyages of 1576, 1577 and 1578, and she was a favorite vessel with him. The vessel may be taken as a representation of the naval architecture of that period, which was not essentially modified even down to the days of her namesake, the "*Angel Gabriel*" shown in this Pemaquid seal. Frobisher's ship is described in contemporaneous accounts as about 30 tons burthen, low in the poop, and was laced fore and aft with ropes breast high,—a mode of guarding the quarter-decks, but later abandoned for the more permanent and comfortable shelter known as the "monkey rail." She was provided with three anchors and cables, an amount of ground tackle that would astonish a more modern skipper of so small a craft; nor would he know how to dispose of the ship's company were he informed that there were to be "in all 18 persons, whereof six were souldiers, and the rest were marines." In the 1577 voyage, Edward Fenton was Captain.

On the last Wednesday of May, 1635, the ANGEL GABRIEL, a strong ship of 240 tons and 16 guns, came to anchor in the King's Road of the city of Bristol, England, four or five miles distant from the city. Her chief port of destination was Pemaquid, where she duly arrived with her passengers and cargo, but she was lost in the fury of an easterly storm while at anchor off Shurt's



Fort at Pemaquid, and this shipwreck has ever been remembered as one of the most disastrous events in the annals of Pemaquid. (Hakluyt, Ed. 1810, III.)

Ten years before the Stamp Act was passed by the British Parliament, the Colony of Massachusetts Bay passed an Act of their own which imposed taxes on writing paper and newspaper. One of the seals or stamps, viz., the 4 Pence stamp, is reproduced herein.

### RHODE ISLAND.

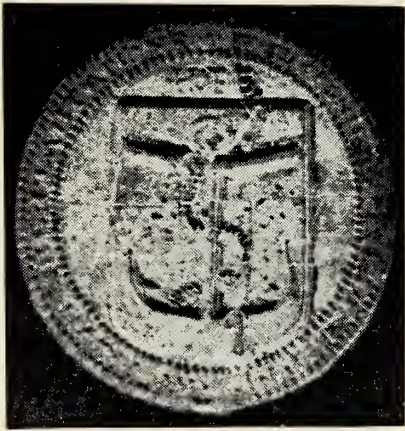
The official seal of RHODE ISLAND has been an anchor ever since the formal union of the four settlements in May, 1647. Howard M. Chapin, Esq., Librarian of the Rhode Island Historical Society at Providence, has prepared a very complete brochure concerning the Seals of Rhode Island, and which contains the various Resolves adopted by the General Court of that Colony. Previous to this seal of 1647, the following entry appears in the records of Newport, viz: "15. It is ordered that a manual seal shall be provided for the State, and that the signet or engraving thereof shall be a sheafe of arrows bound and in the Liess or Bond, this motto indented: "AMOR VINCET OMNIA" (R. I. Col. Rec. Vol. I, p. iii). The expression "manual" seals, clearly meant a seal to be used by the hand. In regard to the word "liess," Mr. Sidney S. Rider, in "Book Notes," Feb. 14, 1903 (Vol. 20, No. 4, p. 1), writes as follows: The word "liess" is evidently a corruption of the old English word "lease," meaning a leather thong commonly used by falconers for their hawks or hounds. This word has come down to us as "leash." The origin of this seal of Rhode Island is ascribed to Roger Williams, for on December 20, 1661, he signed a deed and sealed it with an oval seal bearing an anchor. (Prov. Town Records, Vol. 5, p. 309, orig. vol. 3, p. 454.)

Up to the year 1664, Mr. Chapin states that the seal of the State was a plain anchor without the motto "HOPE," and, as in 1664, the motto "HOPE" and the cable were added, it seems far more probable that Governor Arnold, after 1664, adopted the State's seal as his own and added

RHODE ISLAND



1647



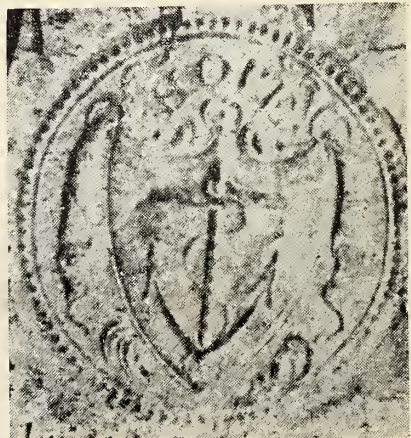
1664



1690



1763



1782



RHODE ISLAND



1865



1875



Present Seal

his initials. It has been found by reference to some "clearance certificates" and other documents required to be issued by the "naval officers" of the ports of Providence and Newport, that this "foul anchor" (the anchor with cable entwined about the shank) was used as the seal of each town, except that the Providence seal differed from the Newport seal in that the cable was entwined the exact opposite from that of the Newport seal, and the motto used in the Providence seal was "IN GOD WE HOPE," while in the Newport seal the words "PORT OF NEWPORT" occupied the circle about the anchor. These two old town or port seals are shown under the captions of those cities.

### CONNECTICUT.

The history and meaning of the seal of CONNECTICUT was presented by the late Charles J. Hoadley, LL.D., in 1899, in an article which appeared in the Register and Manual (a public document) of the State of Connecticut.

In a paper hitherto unprinted, written in 1759 by Roger Wolcott, sometime Governor, he tells us that his step-father, Daniel Clark, informed him that the seal was given to the Colony by George Fenwick. Mr. Clark was likely to be well informed on the subject, for he was born about 1623 and was Secretary of the Colony for several years between 1658 and 1666. Mr. Fenwick was Agent for the Proprietors of Connecticut under the Warwick Patent of 1631. Perhaps he gave the seal when the Colony bought Saybrook Fort in 1644, and it may be that the seal was used by said proprietors. There is, in the Connecticut State Library, a pretty fair impression of this seal on wax, affixed to the commission of John Winthrop as Magistrate at Nameock (New London), dated October 27, 1647. This seal represents a Vineyard of Fifteen Vines supported and bearing fruit. Above the vines, a hand issuing from clouds, holds a label with the motto "SVSTINET QVI TRANSTVLIT." The seal is slightly oval in form and has a beaded border. There remain, besides the one mentioned, but three impressions of it among the State Archives. All are in wax, and all



are poor. After the receipt of the Charter, the first General Assembly held under it, October 1662, ordered that the seal that formerly was used by the General Court should still remain, and be used as the seal of this Colony until the Court saw cause to the contrary; and the Secretary was to keep it and use it on necessary occasions for the Colony. In October, 1662, the General Assembly laid claim to Westchester as being within the chartered limits of Connecticut, and sent down a copy of their Vote certified under the Colony seal, which is thus curiously described by Mr. Richard Mills, who had the document in his custody: "The signal of the seal above is come to the Inhabitants of Westchester, absolute, made in red wax; the motto I suppose to be the arborated craggy wilderness and the flying cloudes. . . ." The first printed revision of the Statutes of Connecticut, Cambridge, 1673, had, by order of the General Court, an impression of the Colony seal upon the title page. All other editions of the statutes during the colonial period had the Royal Arms instead. When Sir Edmund Andros took the government of the Colony, in October, 1687, the public seal disappeared. Gershom Bulkeley, in his book, "*Will and Doom*," says that the Secretary (John Allyn), who was well acquainted with all the transactions of the General Court, and very well understood their meanings, and intent in all, delivered their common seal to Sir Edmund Andros. Whether the seal was broken or what became of it we know not. Certain it is that the seal used after the resumption of the charter government in 1689, differs considerably from the first one,—it was not so well cut, is a trifle larger, the hand bends downward, and the motto reads "SVSTINET QVI TRANSTVLIT." It is doubtful whether the new seal had been procured in 1690, for, of five or six impressions on commissions which have been observed, made in that year, all are so very bad that it would seem as though some temporary substitute made of wood, perhaps, had been used. No further change was made until 1711, when, at a meeting of the Governor and Council, October 25th, it was agreed, ordered and resolved, that a new stamp should be made and cut, of

CONNECTICUT



Original Seal



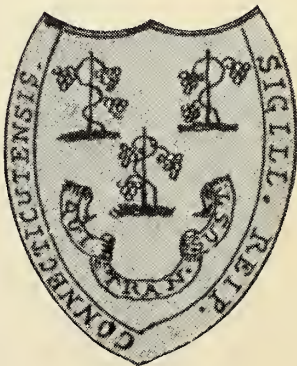
1709  
on bill of credit



1777  
on 3-pence bill



1762-82  
"New Haven" Seal



Seal used on  
Military documents  
1795 - 1804



## CONNECTICUT



The Colonial Seal



Present Seal

the seal of this Colony, suitable for sealing upon wafers, and that a press be provided, with the necessary appurtenances for that purpose, as soon as may be, at the cost and charge of the Colony, to be kept in the Secretary's office. This seal was considerably larger than its predecessors, measuring two and one-eighth inches in length and one and three-quarters in breadth. Instead of fifteen vines, there are but three, and there is a hand about midway on the dexter side pointing to them. The motto, which is on a label below the vines, is, "QVI TRANSTVLIT SVS-TINET," and around the circumference is the legend "SIGILLVM COLONIAE CONNECTICENSIS."

In October, 1747, the General Assembly voted that the public seal of the Colony be altered and changed from the form of an oval to that of a circle, and that the same should have cut and engraved upon it the same inscription, motto and device that are on the present seal, with a correction of such mistakes as happened in the spelling and letters in the inscription of the present seal, and the Secretary was to procure such alterations.

#### THE "SHIP" SEAL.

The probability is that nothing was done immediately to comply with this October, 1747, vote, so far as the precise specifications are concerned, but in looking over some papers in the State Library at Hartford, in 1924, that pertained to the old Maritime Courts held during the Revolutionary War, the writer discovered one or two "clearance papers" or certificates bearing a small circular seal of the Colony, very clearly cut, bearing date 1762, with the three vines, the initials "G. R." showing the clear-cut impress of a ship of the period under full sail and surrounded with a ribbon upon which were the words "COLONIAE CONNECTICUTENSIS," the whole within a beaded edge, a reproduction of which seal is given herein as showing the maritime influence of the design, as well as the fact that being dated 1762, it must have been in use for at least twenty years, as the document upon which it was impressed was dated 1782. This seal was evidently kept and used in New Haven, which was



then one of the "capitals" of the Colony. It is now, without doubt, quite scarce, as it was evidently not in the custody of the Secretary of the Colony, and was probably lost and never afterwards reproduced, the elliptical form of the seal being the only form officially known, at least so far as the office of the Secretary of State is concerned. It may have been that the circular seal was, after all, the result of the Vote of October, 1747, modified, but if so, its life and use appears to have been confined to New Haven, and the inclusion of the ship therein may have been locally agreed upon aside from a vote of the Council. It certainly was a Colony seal, and the word "CONNECTICUTENSIS" was correctly included. The seal was used by Jonathan Fitch of New Haven, who was a Colony official before, during and after the Revolution, and it is quite interesting to note that both the regular elliptical seal with its wrong spelling of "CONNECTICENSIS," and the circular seal with its correct spelling of "CONNECTICUTENSIS," were being used officially, the former in Hartford and the latter at New Haven, at the same time. And it is quite within the realm of possibility to assume that had not the circular or "New Haven" seal of Connecticut been lost or destroyed, but kept within the custody of the Secretary in Hartford, the State might now be using the circle instead of the ellipse upon its official documents.

The press of the 1711 Colonial seal, becoming worn through age, was replaced by a more powerful one in the Secretary's office in Hartford, and after doing duty for some time in the Treasurer's office, was relegated to the cellar, where it was probably left when the State abandoned the old State House in 1879 (City Hall Square in Hartford).

Wax seems to have been generally used until within about a century. The few impressions upon wafer preserved among the colonial documents are all poor. In May, 1784, the General Assembly passed the following resolution:

*(To be continued)*

## DOCUMENTS RELATING TO MARBLEHEAD, MASSACHUSETTS.

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ABSTRACTS FROM THE ORIGINAL IN THE MASSACHUSETTS  
ARCHIVES.

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BY JOHN H. EDMUNDS.

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*(Continued from Volume LVI, page 208.)*

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Petition of Sarah Oliver of Marblehead to the General Court, Aug. 24, 1709:

“Your Petitioner’s son Henry Bricknel, was in the year 1707, a Sailor, in her Majestys Service on board the Briganteen Dragon, Captain John Blew, Comander, where he unhappily, fell off from the shrowds, upon the Deck, & broke his thigh, and was brought ashore, & for some time, taken care of by Mr. Commissary Generall Belcher at Boston, until your Petitioner came to see him whom she found not in his right mind & very troublesome to those that Entertained, & Nursed him. And at the Desire of the said Commissary I Took my said son home with me, though with great difficulty who by reason of his Frenzy, was ungovernable & put his broken bone out of place again, that your Petitioner was Obliged to be at the charge to get it set again, & for five weeks time, he was very troublesome, as well as chargeable & for the space of four or five months, so Debilitated, that he could do little for his maintenance.” Request for compensation for loss of time and sickness. Allowed £5.—*Vol. 63, p. 118.*

“In Obedience to the [Order] of the Honorable Board of Ordnance directed to your Excellency to deliver to my Selfe such part of Her Majesties stores in New England and New Hampshire under your Government as I shall thinke necessary for carrying on the designed Expedition. Captain Forbes Her Majesties Engineer having presented the aforegoing and annexed Memorials and Demand of Stores from Her Majesties Castle William,



North and South Batteries in Boston, the Fort at Salem and Fort at Marblehead, within the Government of the Massachusetts; which have severally been laid before Her Majesties Council of War and approved by them.

"I Desire your Excellency to give the necessary Orders to the proper Officers for the delivery of the said Stores to the said Captain Forbes for Her Majesties Service accordingly, He passing Indents for the same.

"Boston: 17th August:1710. Fr. Nicholson.

"To his Excellency Colonel Dudley.

"This was signed by the generall at the council of war this 17th of august and warrants issued at the same time by his Excellency the Governour accordingly.

"By order of the council of war,

"Paul Dudley, Registrar.

"Amount of what is received from Marblehead by me, A. Forbes.

Demi-Culverin without every thing..... 1

Boston August the 8th 1710. Fr. Nicholson."

—*Vol. 71, pp. 666, 670.*

Petition to Governor Dudley, dated June 12, 1711, of Stephen Sewall and Edward Brattle, "whom your Excellency have been Pleased to appoint and Commissionate Captains of the Forts at Salem and Marblehead. That whereas at one of the said Forts to wit at Salem there is no Flagg at all and at Marblehead only a torn one altogether unserviceable which is very inconvenient and may be exceeding prejudiciall. Wherefore Pray that your Excellency and the Honourable Council would please to order that the Queen's Forts aforesaid may be furnished with Necessary Colours as in your wisdom you may think Meet."—*Vol. 71, p. 797.*

Letter from Joseph Majory, addressed to Lieutenant Governor William Dummer, per Samuell Boden, dated Aug. 15, 1723, "From on board the Sloop Endeavour, near Cape Niger in Cape Sables:

"According to your Orders I now take this Opportunity to acquaint your Honour: That on Sunday July 28th 1723 being at Anchor in Marlagash Harbour, there I decoyed on board our Sloop, Seven Indians, three of

whom are Men, one a Lad about 16 years old and one a Lad about 10 or 12 years old, and two others about 7 or 8 years old, all of whom I have detained on board and desire your Honours further orders in this matter.

“Likewise on July 31st 1723, I met with one Rodgers of Salem at Island Harbour who came from Canso June 22: he informed me that the Day before he came from thence, the Indians at Canso had killed 5 Persons, one of whom was Captain Watkins of Piscataqua, and had taken a Sixth Person, but that he had escaped from them by accident—

“August 5: being near Sambrough we met with several Fishermen, some of whom informed me, that on July 28: there were several Fisherman at Cape Niger, who on some occasion went ashore, when so soon as they had landed, there were several Indians, who discharged several Musquets on said Fishermen, but did them no damage. Ther were several other Fishermen on Board their Vessels who seeing the Indians on shore firing at their Companions, when immediately about a dozen of them went on shore to releive their Companions which when the Indians saw they fired twice on them and then fled away.

“August 9th the wather being fowl we went into Lahave, there we saw four Indians in a Canoe whom we in our Whale Boat chased but they with all possible speed put into the Woods and so escaped—

“This day at Lahave came to the water side opposite to our Sloop, several Indians with a Flag of Truce, one of whom haled our Sloop, I sent one of our hands on shore in the Canoe to know what they wanted, who returned and said, they wanted me to let the Indians, I had on Board go on shore, And that it was not War; but that Englishmen and Indians were all one Brothers; a few hours after there came on Board an Indian whose name was Francis Brier alias Bonnish he brought with him a writing signed by John Doucett Esquire Lieutenant Governour of Annapolis Royal, which writing in Effect was: That he the said John Doucett Esquire did desire all officers both Civil and Military to use this said Francis



Brier as a Person protected by him while said Brier remained Civil. This Francis Brier urged it was Peace between the English and Indians, and therefore desired me to let those Indians I had on Board go on shore. Likewise he said if I did not let those Indians go on shore within 10 or 20 Days, that the Indians would make war. This I thought fit to communicate to your Honour and likewise desire your Honours further Instructions in this matter.”—*Vol. 38, p. 44.*

“Province of the  
Massachusetts Bay

By the Honourable the Lieutenant Governour

“Persuant to the Commission to You granted to be Captain of the Sloop [Lark] appointed as a Guard vessel to protect the Fishery belonging to this Province;—

“These are to Order You to Embrace the first Opportunity of Wind & Weather, & put to Sea in the said Sloop, taking with You, if You see best, a Whaleboat for the more Commodious Performance of the Service You are to Cruize Chiefly on the Coast of Cape Sables & from there Cape Eastward as far as You think needfull not Exceeding Island Harbour or White-head, for the Security & Protection of the Fishing Vessels from the Insults of the Pirates and Indians and you must encounter & endeavour to take kill & destroy all such that you may meet with on your voyage. You are likewise to go into & Search among the Ports & Harbours Eastward, to prevent all Trade with the Indian Enemy, And upon Discovery or upon Great reason of Suspicion of any Illegal Trade to Sieze & Secure the Goods & Merchandize & Vessels Importing the Same, And prosecute the Matter before some of his Majestys Courts of Record. As you have Opportunity acquaint Lieutenant Governour Doucet at Annapolis & Major Colby (who commands at Canso) by Letters of your being Commissionated for this Service & You are instructed to acquaint them (as Occasion offers) of every Thing of Moment that may happen while you are on that Coast, which you shall accordingly do. You are to Continue on this Service and Carefully & Diligently Attend the Same to the End of September or

the Middle of October next as the Service may Require. Let me hear from You of all Important Occurences— Geiven under my hand at Boston the Tenth of August, 1724. In the Eleventh Year of His Majesty's Reign. "To Captain Joseph Majory, Commander of the Sloop."  
—*Vol. 63, pp. 410, 415.*

Letter from Samuel Hinckes, addressed to Lieutenant Governor William Dummer, dated Fort Mary, July 19, 1724: "This comes in Company with a Letter (from Leuitenant Beans to Colonel Westbrook) who was sent here and arrived the 17th instant). . . . The 14 instant went hence volenteers from piscatt after Indian pirets as also sundryes and one Captain Salter from the Sholes and 4 met at green Islands, said Salter (since parting from his conserts who arrived here today) informes me he meet with indian privateer a sconer once of Marblehead full of indians extraordenary well fitted who chased them 3 hours and she Takes all she Can come up with, so that the fishermen dont go East of this place or Scarce to sea."—*Vol. 52, p. 13.*

Petition to the Lieutenant-Governor and Council, of "such Inhabitants of the Towns of Salem, Marblehead and the Places adjacent as are concerned in the Fishery:

"That Whereas its now a very Hazardous time for our Fishing Vessels by reason of the Indian Enemy who have already taken Several, Some of which they Man and Improve as Privateers, & with them have taken some others of our Fishermen; there being also Reports of great number of Indians who are marcht down upon the Coast of Cape Sables on purpose to destroy the Fishermen, whereby they are very much & almost wholly discouraged & afraid to proceed on their Fishing Employ, which (if they should not) would be a great Detriment not only to us who are more immediately concerned but even to this Province in General, and to many of His Majesties good subjects dwelling in Great Brittain & other parts of His Majesties Dominions, who Traffick to these Parts. Wherefore pray that Your Honours would please to consider the Matter and all the weighty circumstances thereof and grant us Protection by ordering a



Guard Vessel of Thirty or Forty good Hands with Four or Six Guns to be a Convoy to the Fishing Fleet, the Remainder of the Summer, & the Autumn ensuing." (Signed) Nathaniell Norden, J. Oulton, Samuel Stacey, Andrew Tucker, Nicholas Andrews, John Homan, William Man, William Bartlett, John Stacey, Joseph Marjory, James Andrews, Samuel Goodwin, William Meser, John Waldron, John White, John Rackwood, Peter Pollon, Jonathan Procktor, James Darling, Joseph Folet, Samuell Stacey Junior, Benjamin Brown, Richard Hayden, Samuell Browne, John Turner, Walter Price, William Bowditch, James Lindall, Benjamin Gerrish, John Cabot, John Bickford, Joseph Orne, Charles King, Richard Palmer, Stephen Minot Junior, John Palmer Junior, Samuell Bowden, Joseph Andrews, Abraham Howard, Richard Skinner, Jacob Adams, Samuel Nicholson, George Oaks, John Edwards, Samuel Brown.—*Vol. 63, p. 406.*

Petition, dated July 18, 1724, to Lieutenant-Governor William Dummer and Council: "Your Petitioners are considerably Interested in the Fishery and have been great sufferers in the Loss lately Sustained Eastward by the Indian Enemys taking and Destroying the Vessells and substance of your Petitioners as well as the lives of some of their Relations and Friends and some now remaining in Captivity with them. Your Petitioners therefore Most humbly pray your Honours Consideration of the premises And that you will be pleased to Order a Vessell as a Guard to the Fishery which will not only Deter the Indian Enemy but be a Security from the Pirates. And that your Petitioners may be Permitted to Ransom their Friends & Vessells." Signed by John Woldron, Samuel Stacey, John White, William Bartlett, Faithfull Bartlett, Edward Tucker, Robert Vickery, John Muchmore, Jonathan Hartt, Benjamin Haley.—*Vol. 63, p. 408.*

Unsigned will of Samuel Russell of Marblehead, leaving Sister Trevett £150; Russell Trevett, her son, stage and fish fence bought of John Smith; house and land formerly my Grandfather Russell's; to revert to Sister

Greenleafe on his death without ayrs. Elizabeth Greenleafe land formerly R. Hooper's; house and land Dr. Strahan lives in and lot on back side of Town; to revert in case of her death without ayrs to her mother for life. To my loving sister (?) my dwelling house and land and rest of lands both in Town and Nek, Jewels, Plate &c. Executors, Capt. James Calley and Mr. Richard Reith. In case of death of both sisters and their children to revert to my uncles John and Thomas Elbridge of Bristoll, O. E. Poor of Town, £20. Schoolhouse, if any be built, £30.—*Vol. 17, p. 390.*

Copy of will of Samuel Russell of Marblehead, merchant, signed Sept. 1, 1722, in presence of Archibald Ferguson, Peter Briggs and Thomas Chute; proved and allowed by John Appleton, Esq., at Marblehead, June 3, 1725, leaving to Sister Rebecca Greenleafe and heirs of her body £200, not to be handled by her husband Enoch; house and land next her sister Elizabeth Trevett's, in occupation of Dr. Strahan, income till death of her husband, then occupation, &c.; Russell Trevett, son of my sister Elizabeth, £50 at 23; Elizabeth Greenleafe, daughter of my sister Rebecca, £50 at marriage; to the Old and First Church in Marblehead, £30, for silver plate for Communion Table, to be marked with my name; John Appleton, Ipswich, Esq., £30; Wm. Welstead, Boston, merchant, £30; Nath. Norden, Marblehead, merchant, £30; residue to my two dear sisters, Elizabeth Trevett and Rebecca Greenleafe, and heirs of their bodies, forever, excluding Enoch Greenleafe from same, &c. In case of death of all to revert to my uncles John and Thomas Elbridge of Bristoll, Eng., and their heirs. Executors, John Appleton, Nath'l Norden, William Welstead.—*Vol. 17, p. 390.*

Petition, June 16, 1725, to General Court, of William Stacey of Marblehead, shoreman, and Mary his wife, formerly Mary Holton, relict, widow and executrix of James Holton, late of Salem, yeoman, and James Rowland of Marblehead, joyner; sheweth that Eleazer Linsey, late of Lyn, housewright, devised a house and two small tracts of land in Lyn containing about eleven acres to Sarah



his wife for life, the remainder to his grandson James Rowland your Petitioner in Fee; that about the 13 of May 1721, said Sarah and James Holten as guardian for James Rowland, an infant, conveyed the same to Benjamin Newhall of Lyn, cordwainer, for £140, and not being able to give him a good title in law, said James Holton gave bond for £280 that Rowland immediately on arriving at 21 years of age shall execute a good deed. And further that about said 13 May 1721, James Holton invested said £140 in a dwelling house and land in Marblehead where Rowland was an apprentice as a settlement, when out of his time; in as much as Holton had entered into bond, he for his safety took the deed from the grantor Benjamin James in his own name till such time as Rowland should execute such deed; but, God taking him away before such could be done leaving several small children and inasmuch as your petitioner Rowland has not executed such deed though of age as there is no one in law qualified to execute a deed to him of the house and land purchased in Marblehead as above, and the said Newhall has put said bond in suit to the great distraction of Holton's estate if recovered, but same was continued by the Honorable Court to such time as your Petitioners may make application to your Honours.

Pray that your Petitioners William and Mary Stacey, his wife, as the Executrix of Holton as aforesaid, may make a good conveyance in law of said messuage and premises purchased in Marblehead as aforesaid to protect the estate of said Holton from penalty of said bond as in the case of an insolvent estate or otherwise as you think fit, &c., and your other Petitioner Rowland will thereupon execute a deed to Newhall as agreed and will fulfill the primary design of all parties and establish peace among them and secure the estate of said Holton from said penalty as in justice it ought to be. R. Auchmuty p Petitioners. Granted.—*Vol. 17, p. 400.*

*(To be continued.)*

## OLD NORFOLK COUNTY RECORDS.

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(Continued from Vol. LXII, page 16.)

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Moses Worcester of Kitterie, in county of Yorke, planter, for 10s. conveys to Benjamin Allen, of Salisbury, planter, about three quarters of an acre land in Salisbury being my part of upland in yt small division of about thirty acres which was remaining after all ye rest of Halls farme so called was laid out my part being the last lot in number. May 20, 1675. Wit: Tho. Bradbury, Henry True. Ack. by Moses Worcester, May 20, 1675, before Robert Pike, commissioner.

Joseph Peasly, of Haverhill, conveys to John Barnard of Amsbury a lot of upland in Amsbury, being the sixth lot in the third division from the pond which was laid out to Thomas Barnard, sen., deceased, between lots of Wm. Huntington and Sam<sup>n</sup> foot, bounded with said ffoots side line, together with all yt meadow at ye pond meadowes which was granted to said Tho. Barnard, betwixt ye meadow of John Hoyt, sen., and Gerard Haddon; being about three acres. Feb. 25, 1678-79. Wit: Sam<sup>n</sup> Colby, Tho [his T mark] Colby. Ack. by Joseph [his X mark] Peasly and Ruth [her X mark] Peasly, his wife, Feb. 21, 1680, before Nath. Saltonstall, assistant.

John Hoyt, sen., of Amesbury, conveys to John Barnard of same place, my great swamp lot of about ten acres in Amsbury, the tenth lot in the division of great swamp lots, bounded with lot formerly in possession of Tho. Barnard, sen., now of said John Barnard, with ye great swamp lot of Georg Martyn and with ye town highway. Jan. 20, 1680. Wit: Thomas Wells, Samuel ffoot. Ack. by John [his H mark] Hoyt, sen<sup>r</sup>, July 18, 1681, before Nath. Saltonstall, assistant.

Capt. Bradbury, S<sup>r</sup> I have received of M<sup>r</sup> Coffyn, Robert Downer, and Nath<sup>n</sup> and John Easman full satisfaction for ye judgment Mr. Goldwyer acknowledged to me at last Salisbury court. May 14, 1678. Attest: Peter Coffyn, Nath<sup>n</sup> Weare. Ack. by Rich<sup>d</sup> Waldern, Esq., President New Hampshire, Dec. 6, 1681, before Hampton Court, Elias Stileman recorder.



Georg Goldwyer of Salisbury, yeoman, conveys to William Buswell of ye same town, weaver, about one acre salt marsh in Salisbury, near a place called beach barrs, bounded with marsh of Leift. Phillip Challis, Mr. Tho. Bradbury, Andrew Grele, sen., and a small creek beside marsh of sd Buswell July 9, 1681. Wit: Isaac Buswell, Tho. Bradbury. Ack. by Georg [his O mark] Goldwyer, July 19, 1681, before Nath<sup>n</sup> Saltonstall, assistant.

Robert Ring, sen., of Salisbury, conveys to Isaac Morrill of same town, a tract of land in Salisbury, forty three by fourteen rods, bounded with lands of said Ring and Morrill and comon land. Dec. 9, 1681. Wit: Jarvis Ring, Nath<sup>n</sup> Griffyn, Mathew [his M mark] Ring. Ack. by Robert Ring, sen., Sept. 28, 1681, before Daniel Denison.

Sam<sup>n</sup> Colby, of Haverhill, conveys to William Sargent, jun. of Amsbery, about twenty fower acres upland in Amsbery, bounded by ye country highway, by lots of Tho. Barnard, sen., and William Barnes, and by Merimack River. Feb. 25, 1673-74. Wit: Tho. Sargent, Tho. Harvy. Ack. by Samuell Colby, Dec. 18, 1678, before Nath<sup>n</sup> Saltonstall, assistant.

Thomas Barnard, of Amsbury, conveys to William Sargent of same place, a twenty acre lott of upland in Amsbury, formerly laid out to Joseph Peasly, deceased, bounded with lot of William Barnes, with land which was formerly Edward Cottles now in possession of Will: Sargent, and otherwise as bounded by ye lott layers. Nov. 17, 1678. Wit: Thomas Wells, Orlando [his O mark] Bagly. Ack. by Tho. [his X mark] Barnard. Dec. 19, 1678, before Nath. Saltonstall, commissioner.

Jno. Clough, of Salisbury, for £90, conveys to Henry Wheeler, seaman, and Richard Hubbard, blacksmith, both of Salisbury, one dwelling house with barn and outhousing, also about eight acres of upland and my Oarchyarde with all fencing, wood and timber thereupon, all being in Salisbury, between ye lands of said Wheeler and Hubbard, butting upon ye highway leading to ye mill and upon ye swamp. 12:2:1664. Wit: John Ilsly, Tho. Bradbury, sen. Ack. by John Clough, Joanne, his wife, consenting thereto, 12:2:1664, before Salisbury court, Tho. Bradbury, recorder.

Jno. Williams, of Haverhill, for £35, conveys to Robert Emerson of same place, about twenty acres land in Haverhill, bounded by a river, comonly called ye fishing river, by Bartholomew Heaths land and that of Joseph Williams, and by land formerly of Robert Swan, by said fishing river neare ye highway leading to ye saw mill. June 12, 1674. Wit: Shu. Walker, Daniel Ela. Ack. by John [his 4 mark] Williams, June 12, 1674, before Nath. Saltonstall, commissioner.

Obediah Ayer of Haverhill and Hannah his wife, for £12, conveys to Robert Emerson of Haverhill, about an acre and a half of meadow in Haverhill, which I bought of my brother, John Ayer, lying in upper Hauks meadow, bounded by meadows of Thomas Linford and Richard Singletary. May 17, 1669. Wit: Nath. Saltonstall. Ack. by Obediah [his O mark] Ayer, Hannah, his wife consenting thereto, May 17, 1669, before Nath. Saltonstall, commissioner.

Elizabeth Linfurth, widow and administratrix to Tho. Linfurth of Haverhill, deceased, for pay received by her said husband, and in confirmation of a bargain contracted by him, Robert Emerson selling to ye sd relict one comonage and a parcel of meadow, conveys to said Robert the same comonage, in Haverhill, and said meadow, being about one acre, in a place called ye east meadow, bounded by East meadow river and by upland which runs towards William Whites meadow. Oct. 29, 1673. Wit: Michael [his & mark] Emerson. Ack. by Elizabeth [her O I mark] Linfurth, Oct. 23, 1673, before Nath. Saltonstall, commissioner.

Peter Ayer of Haverhill for £9, conveys to Robert Emerson of same place, about three acres meadow in Haverhill, in Haukes meadow, bounded with meadow which was or is of the estate of Mr. John Carleton, deceased, meadow which was or is of Daniel Lad, sen. Furthermore, if said meadow shall happen to lie more than three English miles on the north side of ye Merrimack River, and so fall without the precincts of Bay or Massachusetts Collony, then if sd. Robert or his heires shall desire, and shall return this deed, they shall have the nine pounds repaid them in currant and marchant-



able fat cattle and corne in equal proportions, bulls and oates only excepted. Jan. 28, 1679. Wit: John Tenice, Tho. [his I mark] West. Ack. by Corpo<sup>n</sup> Peter Ayer, Hannah, his wife, consenting thereto, Mar. 17, 1679, before Nath. Saltonstall, assistant.

Andrew Grele, of Salisbury, planter, for a cow common lott of saltmarsh, conveys to Joseph ffrench, sen., of same town, tayler, about three acres of salt marsh in Salisbury, being my first higlee pigildee lot, given me by my father, Andrew Grele, bounded with a lot of Phillip Brown, formerly of Mr. William Worcester; a lot of William Allin, jun., formerly belonging to his father William Allin, butting against marsh of John Dickison, sen., and upon little river, so called. July 28, 1679. Wit: Mary [her S mark] Conner, Thos. Bradbury. Ack. by Andrew [his S mark] Greele, Sarah, his wife, consenting thereto, July 19, 1681, before Nath. Saltonstall, assistant.

Haverhill, Oct. 17, 1681. Joseph Bonde of Haverhill, having, by deed dated Dec. 17, 1679, sold to Onesophorus Mash, sen., of same place, one commonage right in Haverhill which my father John Bond purchased of John Ayers, as by his deed dated Jan. 15, 1663. Now, said Joseph Bonde and Sarah, his wife, conveys to said Mash a second or one comonage more, with right in all future divisions of land which shall be made by said town, the fourth division being already granted, but not laid out. 13:12:1681. Wit: John Page, Robert Clement. Ack. by Joseph Bond, Feb. 13, 1681, before Nath. Saltonstall, assistant.

Benjamin Tompson of Brayntrey, schoolmaster, conveys to Onesiphorus Mash, sen., of Haverhill, about five acres meadow in Haverhill, which was lately of George Corlis, near Spicket hill, bounded by ye River and land of Michaell Emerson. Nov. 17, 1679. Wit: Willi. Hawkins, Edward Alleyn. Ack. by Benjamin Tompson and Susanna, his wife, 12:10:— before Edward Ting, assistant.

Tho. Davis of Haverhill, for £4, 10s, conveys to John Robie of same town, one half of my meadow at Hoghill, to be equally divided between Onesiphorus Mash, sen., of

Haverhill, the whole meadow bounded by a rock upon an Iland and meadow of Jno. Williams. It is understood that said Davis shall not engage to defend the aforesaid sale against any claim to it by virtue of the Kings grant to Mr. Arthur Masons Pattent. Oct. 4, 1680. Wit: ———. Ack. by Thomas [his & mark] Davis, Oct. 4, 1680, before Nath. Saltonstall, assistant.

John Page, sen., and Cornelius Page of Haverhill, for £19, convey to Peter Patie, of same place, about six acres land in Haverhill, between land formerly of James Davis, sen., now deceased, and that of Edward Clark also by Merimack River. March 18, 1680-1. Wit: James Davis, sen. Ack. by John Page and Cornelius Page, March 18, 1680-1, and by Mary [her M mark] Page and Martha [her un mark] Page, ye wives of ye grantors, Dec. 23, 1681, before Nath. Saltonstall, assistant.

Edward Clarke of Haverhill for £4, 10s., conveys to Peter Patie, of same place, one acre upland at my lott on ye Merrimack, east of Haverhill, below ye field called ye great playne, and a lot that is or was of John Page, sen., which sd acre is to be laid out adjoyning to sd. Pages lott. Dorcas, my wife, as soon as with convenciency she can, for ability and health, consenting and giving up her dower rights. March 17, 1680-81. Wit: Benjamin Kimball. Ack. by Edward Clarke, March 17, 1680-81, before Nath. Saltonstall, assistant.

Jerimie Belcher of Ipswich, for £10, conveys to Thomas Woodbery and Josuah Bason, both of Beverly, land and Meadow south of a pond called Cromwells pond, running by Haverhill lyne south of William Neaphs Pollecy meadow. March 30, 1682. Wit: John Sparke, James Chute, sen. Ack. by Jeremie Belcher, March 30, 1682, before Barth. Gedney, assistant.

John Hoyt, sen., of Ambury, conveys to his sone Jno. Hoyt, jun., of same place, about three score acres land in Amsbery, bounded with lands of Tho. Rowell, Mr. Thomas Dumer and Will. Sargent, Sept. 13, 1678. Wit: Mercy Woodbridg, Joseph Woodbridg. Ack. by Jno. [his H mark] Hoyt, sen., Sept. 14, 1678, before Jo. Woodbridg, commissioner.

Sam<sup>n</sup> Wood of Amsbury, conveys to Jno. Hoyt, jun.,



of same place, a dwelling house wherein I now live and twenty acres of upland and swamp whereon it now stands and adjacent thereunto, being in Amsbury and bounded by ye county highway and land now in possession of Mr. Wells, with a lot of land formerly granted to Josiah Cobbett and that of Jno. Wood, sen., in ye great swamp, Sept. 1, 1681. Wit: Tho. Wells, Henry Blasdal. Ack. by Sam. Woode, Sept. 19, 1681, before Nath. Saltonstall, assistant.

Jno. Wood, sen., of Amsbury, planter, for naturall affection to his well beloved sone, Sam<sup>n</sup> Wood, conveys to said Sam<sup>n</sup> ye dywelling house where said Sam<sup>n</sup> now lives with twenty acres of upland and swamp whereon it now stands in Amsbury, bounded by ye country highway, land now in possession of Mr. Wells, with a lot of land formerly granted to Josiah Cobbett and that of John Wood, sen., in ye great swamp. Aug. 27, 1681. Wit: Tho. Wells, Henry Blasdal. Ack. by John Wood, sen., Sept. 19, 1681, before Nath. Saltonstall, commissioner.

John Hoyt, sen., of Amsbury conveys to his son Jno. Hoyt, jun., of same place, about eight acres land in Amsbury in a place comonly called birching playn. Bounded with lott of Isaac Colby, a town highway, ye Powans River and land formerly belonging to ye town, now in possession of sd. Jno. Hoyt, jun. March 1, 1681. Wit: Thomas Wells, Mary Wells. Ack. by Sargt. Jno [his H mark] Hoyt, sen., Dec. 29, 1681, before Nath. Saltonstall, assistant.

Phillip Grele, of Salisbury, planter, for £16, conveys to Nath<sup>n</sup> Easman of same place, cooper, all my planting lott in Salisbury, between ye land now in possession of William Allin, jun., and that of said Easman, bounded with ye boggie meadow, so called, and ye highway leading to Amsbury; warrantizing and defending same conveyance from any claims of John Ilsley or William Ilsly of Nubery, ye younger, or their heires. Nov. 27, 1679. Wit: Tho. Bradbury, Timothie Swan. Ack. by Phillip Grele, Sarah [her S mark] Grele, his wife, signing and consenting thereto, April 25, 1682, before Nath. Saltonstall, assistant.

John Severans of Salisbury, vintner, for £50, conveys

to Samuel Easman, of same place, planter, all my first higledee pigledee lot of about three acres of salt marsh in Salisbury, bounded with ye marshes of Mr. Tho. Bradbury, William Sargent and William Buswell, and with a dead creeke. Oct. 13, 1681. Wit: Tho. Bradbury, Benjamin Easman, who testified April 25, 1682, before Nath. Saltonstall, assistant, that they saw Cornet John Severans sign the above writing.

John Dickison, sen., and John Dickison, jun., both of Salisbury, planters, for £30, thirteen shillings and fower pence, convey to John Allin, of same town, planter, our two lotts marsh, one containing about two acres, at a place called Rockie meadow, between ye lotts of Jno. Clough, sen., and Tho. Carter, butting upon ye River and ye marsh of Henry Brown. The other lot was ye first higledee, pigledee lot of about three acres salt marsh belonging to Thomas Hauksworth, lying south of Grooms lot, originally butting upon marshes of Edward ffrench and Robert ffitts. Both said lotts being in Salisbury. May 11, 1681. Wit: Richard Hubbard, Anne Bradbury. Ack. by John [his † mark] Dickison, sen., and Alice [her R mark] Dickison, his wife, and also by John Dickison, jun., April 25, 1682, before Nath. Saltonstall, assistant.

John Dickison, sen., of Salisbury, planter, for £11, conveys to Will. Buswell, of same town, weaver, about seven acres upland and swamp in Salisbury towards ye fferry, bounded with fence of Jno. Severances swamp pasture, the end of Rodger Easmans fence, along by ye swamp lots of sd. Wm. Buswell and Sam<sup>n</sup> ffelloes, straight to ye Runn which comes through ye ferry swamp. March 29, 1682. Wit: Isaac Buswell, John Bradst. Ack. by Jno. Dickison, sen., Alice, his wife, consenting thereto, April 24, 1682, before Nath. Saltonstall, assistant.

Sarah Stockman acquits Cornelius Connor of Salisbury of all demands in reference to herself and husband, Mr. Jno. Stockman of Salisbury. Oct. 28, 1679. Wit: Tho. Bradbury, Mary [her MB mark] Bradbury. Signed by Sarah Stockman and ack. by Mr. Jno. Stockman, April 25, 1682, before Nath. Saltonstall, assistant.

Joseph Moys of Salisbury, joyner, for natural love and affection, conveys to his loving grandchildren, Phillip



Grele and Andrew Grele, both of Salisbury, all his sweepage lot of salt marsh in Salisbury, being about two acres and sixteen rods, lying between lotts of Rich<sup>d</sup> Goodale, jun., and Jn<sup>o</sup> Severans. April 30, 1654. Wit: Tho. Bradbury, John Bradbury. Ack. by Joseph [his + mark] Moys, 19:1:1668, before Rob<sup>t</sup> Pike, commissioner.

Phillip Grele of Salisbury, planter, for £8, conveys to his brother, Andrew Grele of same town, one half of that sweepage lot of salt marsh in Salisbury which was formerly given to me by my grandfather Moys by deed of gift (the other half being given to my brother Andrew), the whole lott containing about two acres and sixteen rods, lying between lotts of Richard Goodale, jun., and John Severans. Apr. 26, 1673. Wit: Andrew Grele, sen., Ephraim Winsley. Ack. by Phillip Grele, July 19, 1681, before Nath. Saltonstall, assistant.

*(To be continued.)*

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## ESSEX COUNTY VESSELS CAPTURED BY FOREIGN POWERS, 1793-1813.

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COMPILED FROM AMERICAN STATE PAPERS.

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*(Continued from Volume LIX, page 32.)*

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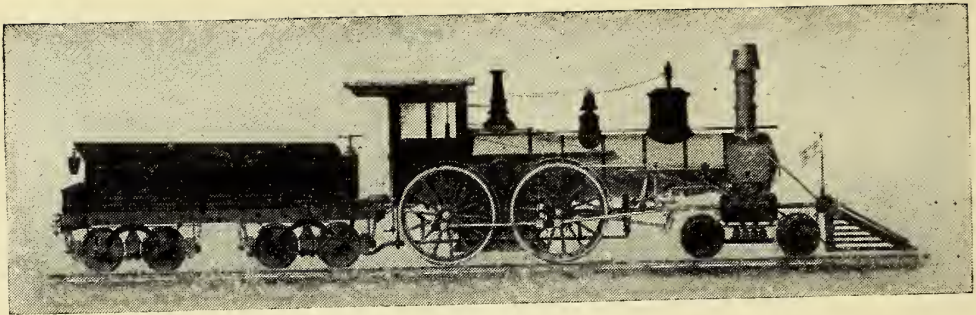
WASHINGTON, Story, of Salem, from Salem, bound to St. Petersburg; cargo, cotton, logwood; William Orne, owner, passed without interruption, Aug. 20, 1811.

WILLIAM GRAY, Foster, of Salem, from Salem, brought into Copenhagen, and condemned, 1810.

WILLIAM, brig, Benjamin Henderson; Wm. Gray, Jr., of Salem, owner; plundered by the French privateer Citizen Genet; claim filed Nov. 20, 1795.



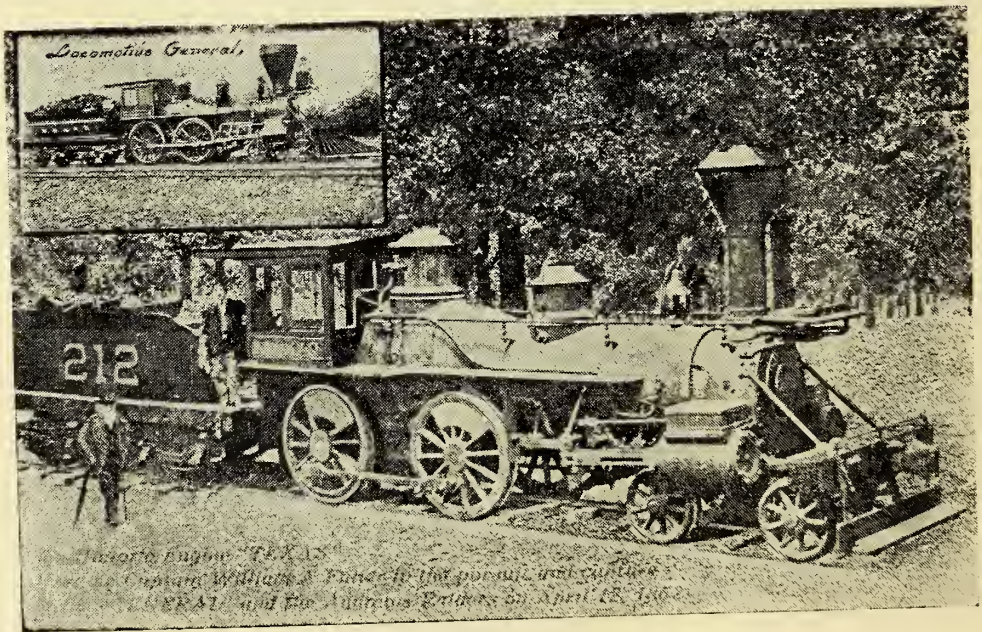




### LOCOMOTIVE "DE SOTO"

Built for Mobile and Ohio R. R. in 1859, by Globe Locomotive Works, Boston

From a lithograph in the F. B. C. Bradlee Collection



### THE HISTORIC ENGINE "TEXAS"

Used by Captain William A. Fuller in the pursuit and capture of the "General" and the Georgia railroad raiders, April 12, 1862

From the F. B. C. Bradlee Collection

# BLOCKADE RUNNING DURING THE CIVIL WAR

## AND THE EFFECT OF LAND AND WATER TRANSPORTATION ON THE CONFEDERACY.

BY FRANCIS B. C. BRADLEE.

*(Continued from Volume LXII, page 64.)*

On the morning of the 12th of April, 1862, Captain W. A. Fuller, a conductor on the Western and Atlantic road, left Atlanta at 6.00 o'clock in charge of the passenger train, having three empty freight cars next to the engine, which were intended to bring commissary stores from Chattanooga to Atlanta. When he reached Marietta, twenty miles distant from Atlanta, a considerable party of strangers, dressed in citizens' clothes, got on board and paid their fares, some to one point and some to another. They all claimed to be refugees from within the Yankee lines, desirous of joining the Confederate army.

Seven miles from Marietta, at Big Shanty, the train stopped for breakfast. Most of the passengers and train crew went to the breakfast house, which was situated some forty feet from the track. At this time Big Shanty was the location of a camp of instruction, called Camp McDonald and there were about three thousand Confederate recruits there at the time, being drilled ready to send to the front for active service. The passengers had taken seats at the table. Captain Fuller was sitting on the opposite side of the table from the railroad, and facing the train. He saw through the window some of the strangers who got on at Marietta board the engine in an excited manner and start off rapidly with the three freight cars detached from the passenger train. He remarked to his engineer, Mr. Jeff Cain, and to Mr. Anthony Murphy, who was present, and at that time foreman of the Western & Atlantic Railroad shops: "Some one who has no right to do so has gone off with our train." All three arose and hurried out of the house just as the engine passed out of sight.

Some deserters had been reported as having left Camp McDonald, and the Commanding Officer had requested



Captain Fuller to look out for them and arrest any soldiers who attempted to get on his train without a passport. No one had any idea that the parties in possession of the engine were Federals, but supposed that it had been taken by conscripts desiring to desert Camp McDonald, and who would run off a short distance and abandon it.

Captain Fuller, Murphy and Cain left Big Shanty with a clear and well defined motive and a fixed determination to recapture the engine, no matter who had stolen it. They started out on foot and alone, nothing daunted in putting muscle in competition with steam. Captain Fuller outran his companions and soon reached Moon's Station, two miles from Big Shanty. Here he learned from the track men that the men with the locomotive stopped and took their tools from them by force. They reported that on the engine and in the freight cars there were twenty-four or twenty-five men, and that while some of the men gathered the tools, others climbed the telegraph poles and cut the wires in two places, carrying away about one hundred yards of the wire. This statement satisfied Captain Fuller that these men were Federals in disguise. This added new stimulus to his resolve. The determination then was not only to capture his locomotive, but also the Federals.

With the assistance of the track hands, he placed on the track a hand car, such as was used to haul crossties and tools, and pushed back for his engineer, when he soon met Messrs. Murphy and Cain. Knowing the schedules, grades, stations and distances so well, he was confident that by using great effort he could reach Etowah River by the time the fugitives could reach Kingston. At Kingston he knew they would have to contend with a number of freight trains, which would necessarily detain them several minutes.

As soon as he got Mr. Murphy and Mr. Cain on board, he told them his plan was to push on to Etowah as quickly as possible, for there he hoped to get the old "Yonah,"\* an engine used at Cooper's Iron Works, and

\* The "Yonah" was one of the original locomotives in use on the Atlantic and Western R. R. when it was opened to travel in 1847.

this plan proved successful. In the "rapid transit" by hand car, Captain Fuller, Mr. Murphy and Mr. Cain took turns in pushing, two running on foot and pushing, while the other rested; one mile from Moon's Station they found a large pile of crossties on the track—placed there by the fugitives to obstruct pursuit. The obstructions were removed, and they pushed on to Acworth. Here they pressed into service such guns as they could find, and were joined by two citizens, Mr. Smith, of Jonesboro, and Mr. Steve Stokely, of Cobb County, who rendered valuable service in the subsequent pursuit. Resuming their journey they found no obstructions until they reached a short curve two miles from Etowah. Here two rails from the outside of the curve had been taken up. The result was the hand car was ditched. In a few seconds Captain Fuller and his men had the car on the track beyond the break, and with renewed energy and determination they pushed on to Etowah, where, to their great joy, they found the engine, as they supposed they would. And yet it appeared a slim chance. The engine was standing on the side track with the tender on the turn table. The tender was turned around and pushed to the engine and a coal car attached. Some six or eight Confederate soldiers volunteered in the chase and took passage in the coal car.

From Etowah to Kingston Captain Fuller ran at the rate of sixty miles per hour and found that the fugitives had passed by. A large number of freight trains had pulled by the station so as to let the fugitives out at the further end of the track. The agent informed Captain Fuller that the leader of the fugitives claimed to be a Confederate officer who had impressed the train at Big Shanty and the three cars were loaded with fixed ammunition for General Beauregard at Corinth. Captain Fuller, he said, was behind with the regular passenger train. He insisted that the agent should let him have a switch key and instruct the conductors of the down trains to pull by and get out of his way, as it was important for him to go on to Chattanooga and Corinth as rapidly as possible. So authoritative was he in his demands, and so plausible in his speech, that the agent,



a patriotic man, believing his story, carried out his request, and so the fugitives, by the *finesse* of their leader, passed by one great obstruction. The freight trains were gathered here, and so heavy to move, that had Captain Fuller stopped to get them out of his way, to pass, his delay would have been too long. Finding that he could not pass with old "Yonah," he abandoned it. The Rome branch engine was on the "Y," headed for Chattanooga, with one car attached. He immediately took possession of it, and continued the chase with all who would volunteer to go with him. He had not proceeded far before he found crossties on the track every two or three hundred yards. After passing Kingston the fugitives punched out the end of the rear car, which enabled them to drop out ties without slacking up. Captain Fuller was forced to lose time in stopping to remove these obstructions.

Laboring under these disadvantages, the pursuers redoubled their energy and proceeded to Adairsville. When he reached a point four miles from Adairsville he found sixty yards of track torn up, and set out on foot, calling on his men to follow. When he had gone half a mile he looked back and saw none but Anthony Murphy following him. He made two miles as quick as he could run, and met the express freight. Having a gun and knowing the signal, the engineer recognized Captain Fuller and stopped the train immediately. Knowing that Mr. Murphy was only a short distance behind, the train was detained until he came up. He then took a position at the rear end of the train, twenty car lengths from the engine, and started backward in the direction of Adairsville, without taking time to explain to the engineer or conductor. When he got within two hundred yards of the switch at Adairsville, Captain Fuller jumped off the train, ran ahead and changed the switch so as to throw the cars on the side track. He accomplished this, changed the switch to the main track and jumped on the engine, which had been uncoupled from the train. This feat was accomplished so quickly that the train and engine ran side by side for fully three hundred yards. He now had only the engine with the

following crew: A. Murphy, Peter Bracken, the engineer, Fleming Cox, the fireman, and Alonzo Martin, wood-passer. He resumed the chase, making Calhoun, ten miles distant, in twelve minutes.

As he approached Calhoun, Captain Fuller recognized the telegraph operator from Dalton, a lad twelve years old. The operator also recognized Captain Fuller, and, as the engine passed by at the rate of fifteen miles per hour grasped Captain Fuller's hand held out to him, and was safely landed on the engine. The operator, having discovered that the wire had been cut, made his way down to Calhoun, looking for the break. As they sped along backwards as fast as an engine with five-foot ten-inch wheels could possibly run, Captain Fuller wrote the following telegram to General Leadbetter, then in command at Chattanooga: "My train was captured this A. M. at Big Shanty, evidently by Federal soldiers in disguise. They are making rapily for Chattanooga, possibly with an idea of burning the railroad bridges in their rear. If I do not capture them in the meantime, see that they do not pass Chattanooga." Captain Fuller's desire now was to reach Dalton and send the telegram before the fugitives could cut the wire beyond Dalton. Two miles beyond Calhoun the fugitives were sighted for the first time, and from their movements they were evidently greatly excited. They detached one of their freight cars and left it at the spot where they were discovered. They had partially taken up a rail, but that or the car did not detain Captain Fuller. He coupled the car to the engine without stopping, got on top of the freight car and gave signals to the engineer by which he could run, as the car in front obscured his view. Two and a half miles farther Captain Fuller came across another freight car which the fugitives had detached. As before, he coupled this on without stopping, and pushed on to Resaca, where he switched the two cars off on the siding.

Again he started with an engine only. Two miles north of Resaca, while standing on the rear of the tender, he discovered in a short curve a T-rail diagonally across the track, and, being too close to stop, the engine



went over it at the rate of fifty-five miles an hour. After this, until they reached Dalton, only occasionally were obstructions met with. At Dalton he dropped the telegraph operator, with instructions to put through the telegram at all hazards, and continued the chase. Two miles beyond he overtook the fugitives tearing up the track in plain view of Col. Jesse A. Glenn's regiment, camped near by. They cut the telegraph wire just after the Dalton operator had flashed Captain Fuller's telegram over it, preventing him from receiving the usual acknowledgment from Chattanooga. The fugitives resumed their flight, and never, perhaps, did two engines with five-feet ten-inch wheels make faster time than the pursued and the pursuer. The fugitives had the advantage, from the fact that the "General," a "Rogers," was headed for Chattanooga, while the "Texas," a "Danforth and Cook" engine, was running backward.

The fifteen miles to Ringgold and three miles beyond was made in less time than Captain Fuller ever made the same distance in twenty-two years' experience as a conductor. Half way between Ringgold and Graysville he got within one-quarter of a mile of the fugitives, who, being so closely pressed, set their only remaining freight car on fire with a view of cutting it loose on the next bridge. The smoke of the "General" plainly evidenced that it was fagging. The fugitives abandoned the engine and took to the woods in a westerly direction. Captain Fuller now ran up and coupled on to the burning car. The fire was extinguished and the car sent back to Ringgold in charge of the engineer. As Captain Fuller passed Ringgold he noticed some fifty or seventy-five militia mustering and sent back word to the commanding officer to put all his militia on horseback and send them into the woods in pursuit of the fugitives as quickly as possible. This was about half past one o'clock P. M. Although jaded and fatigued, Captain Fuller, Anthony Murphy, Fleming Cox and Alonzo Martin took to the woods in pursuit. When the fugitives abandoned the engine, Andrews, their leader, said: "Everyone take care of himself," and they left in squads of three or four. Four of them were run down in the

fork of the Chickamauga River, at Graysville, and one was forcibly persuaded to tell who they were. The militia, mounted on fresh horses, scoured the woods that afternoon, and in a few days the last of the fugitives were captured,

Later there was a trial by military court, and eight of the number were executed in Atlanta as spies. Six were exchanged and eight escaped from prison at Atlanta. Thus ended one of the most daring exploits on record. There were twenty-two men engaged in the enterprise. Twenty of them were from Ohio and two from Kentucky.

The following official letter received from the War Department is reproduced, on account of the valuable information it contains:

“RECORD AND PENSION OFFICE”

“War Department.

“Washington City, February 18, 1903.

“Mr. W. L. Danley, General Passenger Agent,

“Nashville, Chattanooga & St. Louis Railway,

“Nashville, Tenn.

“Dear Sir: In response to your letter of the 11th instant, in which you request information relative to the members of the “Andrews Raiders,” this information being desired for use on the tablets that are to be placed on the engine “General,” that was used by Andrews and his followers in the raid made by them on the Confederate line of communications south of Chattanooga, Tenn., in April, 1862, I have the honor to advise you as follows:

“It appears from the official records of the War Department that the following named persons participated in the raid on the Confederate line of communications between Chattanooga, Tenn., and Marietta, Ga., April 7 to 12, 1862:

“Jas. J. Andrews, leader, citizen of Flemingsburg, Ky.

William H. Campbell, citizen of Kentucky.

Marion A. Ross, Sergeant-Major, 2d Ohio Infantry.

William Pittenger, Sergeant, Company G, 2d Ohio Infantry.



George D. Wilson, private, Company B, 2d Ohio Infantry.

Charles P. Shadrach, private, Company K, 2d Ohio Infantry.

Elihu H. Mason, Sergeant, Company K, 21st Ohio Infantry.

John M. Scott, Sergeant, Company F, 21st Ohio Infantry.

Wilson W. Brown, Corporal, Company F, 21st Ohio Infantry.

Mark Wood, Private, Company C, 21st Ohio Infantry.

John A. Wilson, Private, Company C, 21st Ohio Infantry.

William Knight, Private, Company E, 21st Ohio Infantry.

John R. Porter, Private, Company G, 21st Ohio Infantry.

William Bensinger, Private, Company G, 21st Ohio Infantry.

Robert Buffum, Private, Company H, 21st Ohio Infantry.

Martin J. Hawkins, Corporal, Company A, 33d Ohio Infantry.

Wm. H. Reddick, Corporal, Company B, 33d Ohio Infantry.

Daniel A. Dorsey, Corporal, Company H, 33d Ohio Infantry.

John Wollam, private, Company C, 33d Ohio Infantry.

Samuel Slavens, private, Company E, 33d Ohio Infantry.

Samuel Robertson, private, Company G, 33d Ohio Infantry.

Jacob Parrott, private, Company K, 33d Ohio Infantry.

"It further appears that eight of these men, whose names appear below, were executed by the Confederate authorities at Atlanta, Ga., in June, 1862: Andrews, on June 7th; and Campbell, Ross, George D. Wilson, Shadrach, Scott, Slavens, and Robertson, on June 18th.

On October 16, 1862, the eight following named made their escape from prison at Atlanta, Ga.: Brown, Wood, John A. Wilson, Knight, Porter, Hawkins, Dorsey and Wollam. The remaining six members of the raiding party were paroled at City Point, Va., March 17, 1863. Their names follow: Pittenger, Mason, Bensinger, Buffum, Reddick and Parrott.

"On March 25, 1863, medals of honor were presented to the last mentioned (paroled) soldiers in person by the Secretary of War, and were the first medals of honor awarded under the authority conferred by the joint resolution of Congress approved July 12, 1862, and Section 6 of the sundry civil appropriation Acts of March 3, 1863. The men who escaped from prison in October, 1862, were also subsequently awarded medals. Of those who had been executed, medals were delivered to the mother of Ross and to the widows of Scott and Slavens. In the case of Robertson a medal was also issued, but to whom it was delivered cannot now be ascertained.

"Very respectfully,

"(Signed) F. C. Ainsworth,

"Chief Record and Pension Office."

The survivors of the Andrews Raiders have erected a monument to their fallen comrades, and it stands today in the National Cemetery at Chattanooga. The "General" is reproduced in miniature on top of the monument, and on the left-hand side is a die containing the names of the "Raiders" who were executed in Atlanta; on the right-hand side a die containing the names of the eight who escaped from prison at Atlanta; and at the rear a die containing the names of those exchanged.

Two monuments, with tablets, have also been erected by the Nashville, Chattanooga & St. Louis Railway, one marking the spot at which the "General" was captured and the other where it was abandoned. A third tablet has been erected in front of the engine "General" in Chattanooga.

Mr. Pittenger, in his book, "Capturing a Locomotive," says: "We obstructed the track as well as we could by laying on crossties at different places. We also cut the



wires between every station. Finally, when we were nearly to the station where we expected to meet the last train, we stopped to take up a rail. We had no instruments but a crowbar, and instead of pulling out the spikes, as we could have done with the pinch bars used for that purpose by railroad men, we had to batter them out. Just as we were going to relinquish the effort, the whistle of an engine in pursuit sounded in our ears. With one convulsive effort we broke the rail in two, took up our precious half rail and left. We were scarcely out of sight of the place where we had taken up the half rail before the other train met us. This was safely passed. When our pursuers came up to the place where the broken rail was taken up, they abandoned their engine and ran on foot till they met the freight train and turned it back after us. We adopted every expedient we could think of to delay pursuit, but as we were cutting the wire near Calhoun they came in sight of us. We instantly put our engine to full speed, and in a moment the wheels were striking fire from the rails in their rapid revolutions. The car in which we rode rocked furiously and threw us from one side to the other like peas rattled in a gourd. I then proposed to Andrews to let our engineer take the engine out of sight while we hid in a curve, after putting a crosstie on the track; when they checked to remove the obstructions, we could rush on them, shoot every person on the engine, reverse it, and let it drive backward at will."

The *Southern Confederacy*, a paper published at Atlanta at the time, says: "The fugitives, not expecting pursuit, quietly took in wood and water at Cass Station and borrowed a schedule from the tank tender upon the plausible pretext that they were running a pressed train loaded with powder for Beauregard."

The article further states: "They had on the engine a red handkerchief, indicating that the regular passenger train would be along presently. They stopped at Adairsville, and said that Fuller, with the regular passenger train, was behind, and would wait at Kingston for the freight train, and told the conductor to push ahead

and meet him at that point. This was done to produce a collision with Captain Fuller's train. When the morning freight reached Big Shanty, Lieutenant-Colonels R. F. Maddox and C. D. Phillips took the engine and, with fifty picked men, followed on as rapidly as possible. Captain Fuller, on his return, met them at Tunnel Hill and turned them back. Peter Bracken, the engineer on the freight train, ran his engine fifty and a half miles—two of them backing the whole freight train up to Adairsville—made twelve stops, coupled the two cars dropped by the fugitives, and switched them off on sidings in one hour and five minutes. Captain Fuller fully corroborates the invaluable service rendered by the veteran Bracken."

In his evidence at the trial, Pittenger stated that one of the party proposed to stop the engine in a short curve, ambuscade and kill Fuller and his men as he came up, but Andrews would not agree to it. He also stated that when the "General" gave out, they were burning oil cans, tool boxes, and planks ripped off the freight car. As they abandoned the locomotive, they reversed it, in order to bring on a collision with Captain Fuller's engine, but in their excitement they left the brake on the tender, and the steam had not sufficient force to back the engine.

#### DESCRIPTION OF THE "GENERAL"

We are indebted to Mr. Louis L. Park, Chief Draughtsman of the Rogers Locomotive Works, Patterson, N. J., for the following information in regard to the "General," taken from the plans and specifications of that Company:

"Built by the Rogers Locomotive Works in December, 1855, for the Western & Atlantic Railroad. An eight-wheel, wood-burning locomotive of type 440-50, weighing 50,300 pounds; gauge, 5 feet; cylinders, 15 x 22 inches; piston rod,  $2\frac{1}{4}$  inches in diameter; has four driving wheels, each sixty inches in diameter, made of cast iron, with journals six inches in diameter; driving wheel base, seven inches; total wheel base of engine, about twenty feet, six inches; weight on drivers, 32,000 pounds; weight on truck, 18,000 pounds; heating



surface: flues, 748.38 square feet; fire-box, 17.08 square feet; total heating surface, 819.44 square feet. Grate area, 12.46 square feet. Boiler of type known as Wagon Top, covered with felt and Russian iron; pressure about 140 pounds.

The following article, which appeared in the Kenesaw "Gazette" of March, 1886, shows that the old "General" has had an eventful life:

"This famous locomotive is still on the Western & Atlantic Railroad, pulling a train. It is one of 'the old issue,' but is retained in service, although the capacity is rather limited, when compared with the big 'ten-wheelers' and other modern locomotives which the ever wide-awake Western & Atlantic Railroad Company now possess.

"It is a matter of national knowledge that the 'General' was captured by twenty-two Federal soldiers in disguise, April 12, 1862, at Big Shanty, and the attempt was made by them to escape with her and burn the bridges on the Western & Atlantic Railroad, etc. Their chase from Big Shanty to a point near Ringgold, and the capture of the entire party, are well known facts.

"It is not known, however, that the 'General' was almost under fire of the Federal batteries at the great battle of Kenesaw Mountain, June 27, 1864. When the battle began during the early morning, General Johnston sent up a train load of ammunition, etc., to the Confederate lines at the eastern base of Kenesaw Mountain. The ammunition, etc., was unloaded and carried to the front as quickly as possible, but the engine and train were detained at that point, by order of General Johnston, to carry back the wounded at the close of the battle. During the entire morning the 'General' and its train stood at the point where now is the station Elizabeth, and some of the Federal bomb-shells, flying over the Confederate entrenchments, exploded almost in its neighborhood. In the afternoon wounded soldiers from Featherstone's Division, and others in that portion of the field, were placed aboard the train, and the 'General' brought them down to Marietta, and thence on to Atlanta.

"The 'General' was also the last Western & Atlantic Railroad engine to leave Atlanta when Hood's army evacuated it, and it was thought just before it left that it would be impossible to take the locomotive away, but they managed to get it safely out, and it went southward with a train load of refugees, war material, etc."

During General McClellan's Peninsular campaign in front of Richmond in 1862, General Lee wanted "an iron-plated battery, mounting a heavy gun, on trucks, the whole covered with iron and pushed by a locomotive, to move along the Richmond and York River R. R."\* He (General Lee) believed such a battery would be of "immense advantage." The heavy cannon of this railroad battery was made to project missiles of any size, from a bullet to a 100-pound cannon ball. It was believed that one of these, of musket-ball caliber, would be terribly destructive in front of an army, mowing down regiments like grass. Its efficiency, in the Confederate army, appears to have been never tested.

After the Confederate victories in Virginia in the summer of 1862, when General Lee had driven the Union forces under General Pope into the impregnable lines around Washington City, the question arose as to the future Southern military policy. The one great advantage which the Confederacy had over its opponents was that of "Interior Lines," in which, of course, the railroads would play a vital part. Instead of the invasion of Maryland, resulting in the indecisive and bloody battle of Antietam, the safest plan for General Lee to have followed, in the opinion of General Alexander, one of the foremost of Southern military critics, was to have withdrawn his army behind the Rappahannock.† One half of the Army of Northern Virginia under "Stonewall" Jackson might have occupied a strong defensive position, while the other half under Lee himself and Longstreet, were sent by rail to Chattanooga via Bristol, Tennessee.

General Lee had no alternative, pressed as he was by

\* Lee's Confidential Dispatches to Davis, 1862-65, p. 8.

† Military Memoirs of a Confederate, by General E. P. Alexander, pp. 220-21.



the rapidly diminishing resources of the Confederacy, but to take the offensive somewhere. He could not afford to sit down before Washington City and await the enemy's pleasure.

At this time (the early autumn of 1862), in Tennessee, the Confederates were conducting two campaigns aimed at Louisville; the design being to drive the Federals from Kentucky. Kirby Smith, with an army of about 15,000 from Knoxville, had opened the road through Cumberland Gap, and on August 30th had won a victory over a Federal force at Richmond, Kentucky, and on September 2d had occupied Lexington. Bragg, with about 30,000 men, from Chattanooga had moved northward up the Sequatchie Valley, and, crossing the Cumberland Mountains, was, on September 5th, at Sparta, Tennessee, turning the Federal position at Murfreesboro, where Buell was in command with about 50,000 men.

Opportunities to do the same upon a larger scale were repeatedly offered between the Confederate armies before Richmond and those about Chattanooga. One had already occurred in the summer just passed—1862. On May 30th, Beauregard had evacuated Corinth with 52,000 men, and withdrawn to Tupelo, Mississippi. He was not followed, and the Federal army under Halleck of 100,000 was dispersed in different directions from Arkansas to Cumberland Gap. Beauregard was allowed two months of idleness and rest. It would have been possible to bring 20,000 of his veterans to Richmond by the 26th of June to reënforce Lee for the Seven Days' Campaign. With their assistance McClellan should have been destroyed. As we shall see, other opportunities were offered later in the war, whenever one of the Confederate armies, from any cause, was free from the prospect of an early attack by its opponent.

General Alexander said: "On this occasion, the joint campaign of Bragg and Smith in Kentucky, and the Maryland campaign, both failed. Had we utilized our interior lines, one of them at least should have been made sure. It was hoped, indeed, when the campaigns were entered upon, that the Southern sympathies of the

Marylanders and Kentuckians would cut real figures in the struggle by bringing thousands of recruits to the Confederates, but this hope proved vain in both cases. There had been already enough observation of the war to destroy its romance, and to make the most careless realize what a grave step one would take who shouldered a musket under the Starry Cross. Many sympathised with our cause, and wished us well. But few were willing to abandon homes and take sides before we had shown ourselves able to remain in their States for at least a few weeks."

In the case of Maryland, this was utterly out of the question for the simple reason that there was no railroad communication possible; and no army large enough to meet the Federal army could support and supply itself by wagon trains from Stanton, nearly 150 miles away, for any length of time.

In October, 1862, the Confederate Congress passed on act which authorized the President to cause a railroad to be built between Rome, Georgia, and Blue Mountain, Alabama, and appropriated \$1,122,480 in Confederate bonds to aid in its construction. Such a road would not only establish a new connection from northern Georgia through central Alabama to the Mississippi River, but, more important, would give access to the then barely utilized great iron and coal deposits in Alabama. Captain L. P. Grant of the Confederate Engineer Corps was appointed to supervise the work, and General J. F. Gilmer, Chief of the Engineer Bureau in sending him his instructions (October 22, 1862), laid especial stress upon the fact that: "As there will probably be competition among the several railroad companies for the contract proposed, you will consider well the ability of the respective competitors to comply with the obligations they propose to incur."\*

"After much delay, because of the difficulty in procuring rails, construction was begun upon this road, which, although but partially completed late in 1864, proved most useful to the Confederate Army of the Tennessee

\* Official Records of the Civil War, Series IV, Vol. II, p. 140. The Confederate Government and the Railroads; A Paper, by C. W. Ramsdell.



when General Hood led it in its last northward invasion, which ended in the disastrous battle of Nashville.

All these acts to aid in the construction of new railroads were based upon "military necessity," and all of them were steadily opposed by the ultra conservative strict constructionist minority in Congress. Numerous other railway companies made appeals for aid, but no action was taken in their behalf until the beginning of 1865, when, upon the recommendation of the Secretary of War, General Breckinridge, and President Davis, a blanket appropriation was made, March 9th, for the construction and repair of railroads for military purposes.

As the relations between the Confederate Administration and the railroad companies became more and more unsatisfactory, a solution of the problem was attempted when on December 3rd, 1862, William M. Wadley, formerly President of the Vicksburg and Shreveport R. R., was appointed Colonel, Assistant Adjutant General, and assigned to the "supervision and control of the transportation for the Government on all the railroads in the Confederate States.."\* Colonel Wadley's appointment was bitterly opposed by Quartermaster General Myers, largely, it would seem, because Wadley was to report directly to the Secretary of War through the Adjutant General and was not subject to the control of Myers himself.† Wadley's powers, also, were far greater than those exercised by his predecessor, Colonel Ashe, for he was supposed to have complete control over government agents, employees, engines, cars and machinery.

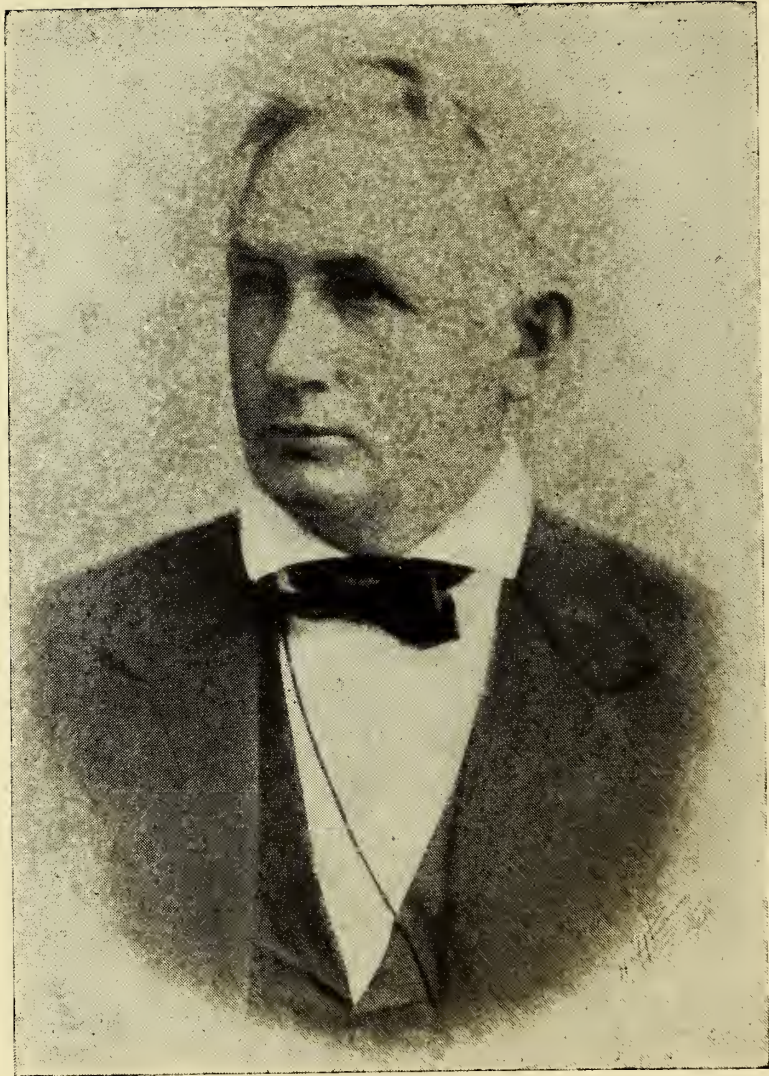
At the outset Colonel Wadley found himself confronted by an almost impossible situation. The President of the Virginia Central R. R., complained that Haxhall, Crenshaw and Co. of Richmond, who had a large government contract to furnish flour, and who by their contract had the preference of transportation, were blocking up the depots and failed to remove the grain. They kept whole trains waiting for days to be unladen; and thus hundreds of thousands of bushels, intended for

\* Official Records of the Civil War, Series IV, Vol. II, pp. 225 and 232.

† Diary of a Rebel War Clerk, by J. B. Jones, Vol. I, pp. 183 and 207.







COLONEL WILLIAM M. WADLEY

Confederate States Army

Military Supervisor of Railroads in the Confederacy, 1862-63

other mills and the people were delayed, and the price kept up to the detriment of the community. It was also alleged that certain favorites of the government had a monopoly of transportation over the railroads, for the purpose of speculation and extortion. Colonel Northrup, Commissary General of the Confederate Army, a friend of President Davis, who retained him in office until almost the end of the war, although Northrup was hated throughout the entire South, asserted that there was not wheat enough in Virginia (when a good crop was raised) to supply General Lee's army.\* General Lee suggested that the railroads largely give up carrying passengers and devote their energies to the transportation of supplies, but this the companies failed to do.

Colonel Wadley called a convention of the presidents and superintendents of the Confederate railroads at Augusta, Georgia, on December 15th, 1862, and reported the result of the conference to Adjutant General Cooper as follows: ". . . The convention appointed three committees, one to confer with me and report business for the convention; one to take into consideration a tariff of charges for Government transportation, and one to report a schedule to be run between Richmond, Virginia, and Montgomery, Alabama."

Colonel Wadley proposed a working plan to the first committee but it was rejected, and, instead they adopted a resolution which practically amounted to nothing beyond the expression of the convention's good wishes. The committee to whom was referred the tariff of charges for Government transportation made a report proposing a very considerable advance upon the present rates† and

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. I, pp. 183 and 207.

† These rates were as follows: For troops, 2½ cents per man per mile on main lines; on branch roads 3½ cents per mile. Freight: powder and ammunition, 60 cents per 100 pounds per 100 miles. Second class freight: 30 cents per 100 pounds per 100 miles. Live stock: \$30 per car per 100 miles. Hay, fodder, bran, straw, empty wagons, etc., \$20 per car per 100 miles. Coal, lumber, stone, bricks, etc., at local rates of each road. Extra trains, when ordered by proper authority: \$1 per mile for the locomotive and one car, and for every additional car 10 cents per mile for freight and 15 cents per mile for passenger cars.



which Colonel Wadley considered neither just nor equitable. The committee to whom was referred a schedule between Richmond and Montgomery, were unable to arrive at a satisfactory result. In fact the entire convention failed to accomplish anything practical, but made numerous complaints regarding the disregard of certain army officers for the private property of the various corporations. It was said that rolling stock and employees had been ordered about from one road to another so recklessly, that the latter had ceased to feel any interest in conducting a business which invested them with no responsibility so long as quartermasters were exercising a quasi control of the various companies and their rolling stock.\*

One of Colonel Wadley's many annoying problems was that of making the State, or privately owned railroads live up to military requirements, and, in the South where persons and corporations were, and are still considered to have some rights, this was no easy matter. The record shows the following dispatch from Joseph E. Brown, the "States Rights" Governor of Georgia, to President Davis, from Milledgeville (then the state capital), on March 16, 1863: "I am informed that General Bragg has issued an order for the seizure of the State (Atlantic and Western) railroad. I have done all in my power to accommodate him with transportation. The road is absolutely the property of the State, as is the State House. If he may seize the one he may the other. I must beg of you to instruct him in his duties and save me the unpleasant necessity of repelling his unwarranted aggressions by force. . . . All operations will stop till the question is settled."

Disregarding whatever good reasons General Bragg, then Commander-in-chief of the Army of the Tennessee, might have had for his projected course, Davis telegraphed him on March 17th: "The Governor of Georgia says he is 'informed that General Bragg has issued an order for the seizure of the State railroad.' I suppose it to be a mistake but if such an order has been issued

\* Official Records of the Civil War, Series IV, Vol. II, pp. 270-278.

countermand it." Bragg replied that he had been informed by the Ordnance officer at Atlanta that the road refused to move arms and ammunition. He had, therefore, ordered the use of force if necessary by the Quartermaster's Department. The road had yielded and the incident was ended as far as he was concerned. President Davis, however, made profuse promises to Governor Brown that hereafter General Bragg would apply to him when in similar difficulty "with the assurance that you will be always ready to further in any proper manner the interests of our common cause."\*

The year 1863 proved hard for the Confederate railroads in the West, for General Grant's campaign against Vicksburg, ending in the capture of that stronghold, and, soon after, of Jackson, the capital of Mississippi; the many Union cavalry raids in Alabama and Mississippi, all spelt destruction to the various railroads.

This was especially true when Colonel Grierson made a raid entirely through Mississippi with a brigade of United States cavalry. Leaving Lagrange April 17th, 1863, and passing through Pontotoc and Decatur, he reached the Southern Railroad at Newton on the 24th, where he destroyed some cars and engines, and small bridges. Crossing Pearl River at Georgetown, he struck the New Orleans and Jackson Railroad at Hazelhurst, where cars were destroyed and some ammunition. At Brookhaven, the railroad depot and more rolling stock was burned, and the party arrived at Baton Rouge, Louisiana, on May 2d.

The control of the various lines alternated like a shuttlecock between the armies of the North and those of the South, so that their physical conditions were greatly impaired. Early in 1863 the Mississippi Central Railroad, the possession of which, from a military point of view, was of the greatest importance to the Confederate authorities, became so dilapidated that its president, Walter Goodman, obtained permission to export

\*Life of General Braxton Bragg, C. S. A., by Don C. Seitz, p. 287.



cotton, in return for supplies, without which, he affirmed, the road must be abandoned.\*

In May, 1863, a large part of the Mississippi Central's rolling stock which had been sent for safety to Grenada in that state, was destroyed, partly by a Federal cavalry raiding party, and partly by a brigade of Confederate cavalry sent to protect it. The loss of these cars and engines was much felt in the latter part of the war, when they would have been very valuable, to transport provisions to General Lee's army. According to General Joseph E. Johnston, their destruction was due to egregious carelessness, for it would have been easy to have saved them by building a temporary bridge across the Pearl River at Jackson.†

The Mobile and Ohio Railroad has been aptly described as "the backbone of the Confederacy," running as it did on a north and south line through its territory. What the war meant to this road may be best described by quoting from the Company's records: "The Confederate Government controlled the transportation of the road, and we were occupied chiefly in transporting men and supplies for the army. In this way the Confederate Government became our debtors including bonds, etc., . . . in the sum of \$4,983,871.

"A part of this was due long before the close of the war, but we were not able to collect it because of alleged want of means of payment. Add to this over 50 negroes, costing \$119,691, and Alabama State bonds, since declared void, being issued for purposes of the war, \$125,000, and it makes the round sum in Confederate currency of \$5,228,562, all of which was lost. . . .

"But our losses did not stop with a failure to get pay for services which we were by military orders compelled to perform. All our bridges, trestles, warehouses and station buildings between Union City, in Tennessee, and Okolona, in Mississippi, a distance of 184 miles, were destroyed. General Sherman's raid to Meridian destroyed . . . all the warehouses, water stations, bridges,

\* Official Records of the Civil War, Series IV, Vol. II, p. 381.

† Narrative of Military Operations by General Joseph E. Johnston, C. S. A., p. 438.

trestles, on 48 miles, and on 21 miles of that distance he . . . as far as possible destroyed the rails and fastenings.

"From a full supply of rolling stock of the finest quality we were reduced to one fourth of what was necessary and that was in bad condition. Our repair shop at Jackson, Tennessee, was broken up; and on the evacuation of Mobile (May, 1865), the stationary engine and tools in the shops at Whistler were destroyed. We had at the close of the war neither tools nor materials to repair our little remaining rolling stock, and keep it on the track.

"In this condition of things the road was delivered back to us by the United States military authorities."\*

What the condition of the other Southern railroads was at the close of the war may be imagined when it is stated that the Mobile and Ohio was considered to have emerged from the struggle in an unusually good condition and to have been fortunate in saving much of its rolling stock, which by the energy of its superintendent, Major Fleming, lay "hidden" in various places along the road.

In a report to Secretary of War Seddon, dated Raleigh, North Carolina, January 26th, 1863, Colonel Wadley explained the difficulties of his position as Superintendent of Government transportation saying: ". . . There are many roads the officers of which evince a desire to co-operate and conduct transportation in such a manner as to meet fully the wants of the country, while there are others, I am constrained to say, that have not by their works shown a disposition to meet the necessities of the Government in this particular. . . . I have therefore recently had my attention directed to some measure that will tend to cure this evil, . . . the only remedy capable of reaching the difficulty will be an Act of Congress providing for the Government to take possession of any railroad that fails to perform promptly Government transportation."† Needless to

\* MS. Records of the Mobile and Ohio Railroad.

† Official Records of the Civil War, Series IV, Vol. II, pp. 372-73.



say, no such bill was ever brought up in the Confederate Congress.

Colonel Wadley's methods were bitterly attacked by Quartermaster General Myers who complained January 26th, 1863, that: "Although the responsibility, and to no small extent the duties, of regulating the transportation by railroads are still devolved upon me, I am entirely uninformed what measures have been adopted by Colonel Wadley to secure the prompt transportation of army supplies."\*

Myers' influence, however, never very great, was now decidedly on the wane, especially as he was accused of having answered a requisition of General Henry A. Wise for shoes for his brigade with: "Let them suffer."† He was replaced as Quartermaster General on August 10, 1863, by Brigadier General A. R. Lawton.

In April, 1863, another Railroad Convention was held at Richmond under the auspices of the Government in an attempt to solve the ever-pressing transportation problem. The following resolutions were adopted largely by the influence of R. R. Cuyler (Chairman of the Convention), President of the Central of Georgia R. R., and P. V. Daniel, Jr., President of the Richmond, Fredericksburg and Potomac R. R.

"First. That there should be established . . . a bureau attached to the War Department to be called the Railroad Bureau, and to be placed in charge of Colonel William M. Wadley, . . . with four or more assistants. . . . Such bureau . . . to superintend all Government transportation, but not to have the control of the motive power or cars.

"Second. . . . The companies shall . . . give precedence to Government transportation over that of individuals.

"Third. That the . . . railroad companies be supplied . . . with all such tools and materials as the Government can . . . furnish . . . and also with iron rails as may at any time come into possession of the Government.

"The Committee believe that a considerable portion of

\* Official Records of the Civil War, Series IV, Vol. II, pp. 372-73.

† Diary of a Rebel War Clerk, by J. B. Jones, Vol. I, p. 191.

the supply necessary to maintain the important railroads of the country (estimated by Mr. Daniel to require 49,500 tons of iron annually, of which a part was to consist of old rails to be rerolled) could be secured at once by the exercise of a spirit of liberality on the part of the Government . . .

"Let the Government forego further work at the Atlanta rolling mill entirely and concert measures for having the Tredegar rolling machinery in thorough working order to reroll all rails presented and great relief will be given. . . .

"Many mechanics absolutely necessary toward keeping up the railroads are now in the Army. Without these workmen the railroads, even with supplies of iron, cannot get along. The number of such men cannot exceed, if it shall reach 1,000. The committee would therefore earnestly recommend the detail of such mechanics . . . be made to the railroad companies without delay.

". . . That on all canals, rivers, and other lines of water transportation, as large number as practical of steamboats of any kind be speedily constructed and used for transporting military supplies, so as to relieve the railroads of the overwhelming amount of freight now thrown upon them, and leave them available for transportation of what cannot be carried by water . . .

"That the Government should as early as practicable import from Europe artisans, machinists, and miners in number not less than 500 to supply the mines, rolling mills, and machine shops needed by the Government and railroads . . ."\* If nothing else were needed, the last paragraph reveals in itself the pitiful state of inferiority of the South during the war in the mechanic arts as compared with the North.

Apparently, also, there was incoherence in the Confederate administration, for in spite of the crying need of new iron for the railroads, Secretary of War Seddon on January 22, 1863, appointed Colonel Wadley, Major I. M. St. John, chief of the Niter and Mining Bureau, and an officer to be designated by the Navy Department, as a commission to examine what railroads in the

\* Official Records of the Civil War, Series IV, Vol. II, pp. 485-86 and 500-502.



Confederacy could dispense with their tracks! The same were to be taken up, rerolled, and used as armor for future iron-clad rams.\*

As may be easily imagined, the commission came to nothing and a year afterwards, January 20, 1864, Major General Jeremy Gilmer, Chief Engineer of the Confederate Army, wrote that: "The time has arrived when no more iron should be used by the Navy Department; that no iron clads have effected any good, . . . that all iron should be used to repair the railroads, else we shall soon be deficient in the means of transportation."†

Accompanying the report of the Railroad Convention Colonel Wadley addressed one of his own, dated April 14th, 1863, to Secretary of War Seddon, in which he estimated that at least 31 locomotives and 930 freight cars were needed at once to enable the Southern railroads to do their work. He went on to say that if the Honorable Secretary thought this a very large estimate (which rather makes us smile today!) he (Wadley) "was only surprised that the roads of the country have been able to keep up to the present standard."‡

Added to Colonel Wadley's report was a table of the then working capacity of the Confederate railroads which is well worth reproducing.

<i>Name of Road</i>	<i>Trains run daily each way—1863</i>		<i>Capacity of Freight Trains, Tons</i>
	<i>Passenger</i>	<i>Freight</i>	
Richmond and Danville.....	1½	1	100
South Side .....	1	1	125
Virginia and Tennessee.....	1	2	240
East Tennessee and Virginia.	1	1	130
East Tennessee and Georgia..	1	1½	210
Nashville and Chattanooga...	1	2	200
Western and Atlantic (Georgia State) .....	2	3	350
Richmond and Petersburg...	2	2	225
Petersburg .....	2	2	225
Wilmington and Weldon.....	2	½	50
Wilmington and Manchester..	2	1	100
Raleigh and Gaston.....	2	1	130
North Carolina .....	2	½	50

\* Official Records of the Civil War, Series IV, Vol. II, p. 365.

† Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, p. 132.

‡ Official Records of the Civil War, Series IV, Vol. II, pp. 485-86, 500-502.

Charlotte and South Carolina	2	1	130
South Carolina .....	2	3	400
Northeastern .....	1	1	100
Georgia .....	2	3	400
Central of Georgia .....	2	3	400
Charleston and Savannah....	1	1	150
Southwestern .....	2	2	250
Macon and Western .....	1	2	250
Montgomery and West Point..	2	1½	175
Alabama and Florida.....	1	1	125
Mobile and Great Northern..	1	1	125
Mobile and Ohio.....	2	3	400
Southern .....	1½	2	200
Alabama and Mississippi Rivers	1	1	100
New Orleans, Jackson and			
G. Northern .....	2	2	275
Mississippi Central .....	2	2	225
Richmond, F. and Potomac...	2	1½	190
Virginia Central .....	1½	1¼	140
Orange and Alexandria.....	1	1½	160

*Note.*—A few of the less important railroads are omitted.

The condition of the railroads in Virginia evidently caused General Lee much concern, for in April, 1863, before the battle of Chancellorsville, he wrote the War Department that unless the rail lines were repaired so as to admit of speedier transportation of supplies, he would not be able to maintain his positions—on the line of the Rappahannock at Fredericksburg—much longer.\*

Indeed, although the period between the battle of Chancellorsville and that of Gettysburg has been often spoken of as: “the high tide of the Confederacy,” it would seem as if many of the Southern leaders, civil and military, had already begun to despair of their cause judging by the following hitherto unpublished letter written by General Beauregard to his brother-in-law, Charles Villeré, then a member of the Confederate Congress from Louisiana:

“Charleston, S. C., February 9, 1863.

“Hon. C. J. Villeré, Richmond, Va.:

“My dear Charles:

“Your favor of the 2d instant has been received. I agree with you that the country is getting rapidly exhausted and that few conscripts have joined our worn-out standards, but I still hope for success. The people

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. I, p. 290.



and the States have a latent power and energy which makes up . . . for the total inefficiency, or inertness . . . of the Confederate Government. The latter, instead of being an aid to the former, is more a dead weight. Look at the condition of our troops in the field, at the number of conscripts still at home. Would not, could not, a proper and vigorous system have prevented the evils complained of? Assuredly they would. Why is it that after a war of two years we still have but one foundry in the country, and that one near the enemy, where the largest pieces of artillery can be cast?

"What would have become of us if Richmond had been taken last summer? Where would we have obtained 10-inch columbiads and 7-inch rifled guns if that misfortune had befallen us? Why have we not more iron gun-boats afloat? At this moment there are five here on the stocks unfinished for the want, some of engines, and some of iron plating. Why have you not committees investigating all these things and making faithful reports of them without fear or favor, but not like the one which . . . pretended to investigate the shortcomings of the Commissary Department last December a year ago at Manassas, where neither papers nor persons were sent for, but the sponge passed blandly over the absurdities and gross neglect of that poorest of all apologies for a chief commissary of so many large armies in the field as we have, and in a country so poorly supplied as ours. The best and most successful grocer in the country ought to have been selected for that difficult position; but who is he who was appointed? [Colonel Lucius Northrup of South Carolina, a graduate of West Point, a personal friend of Jefferson Davis, who kept him in office until nearly the close of the war, when he was execrated by nearly everyone in the South for his gross inefficiency.] Ask any of the members of Congress or of the Army from this State and they will tell you, if they fear not to express their opinions.

"Your refer to an armistice. Nothing of the kind must be thought of. Action, action, and action is what we want. An armistice would entirely demoralize our troops who would think the war over, and every soldier

and officer would wish to go home to see their wives, children, and negroes, horses, hogs, and chickens, etc.; whereas the enemy, having nothing of the kind to look to, would at any time be prepared to take the offensive. Only pass strong resolutions offering peace to the Northwestern States, with a treaty of alliance, offensive and defensive, whenever they shall separate from the rest of the United States. They may not accept it at first, but they will think about it and discuss it. . . . What in the world is the policy of the Government? Why can't we have a Cavour to shape it and steer the ship of state . . . Why have we not ministers at the courts of Spain and Brazil, our two natural allies? . . . But adieu.

“Yours truly,

“G. T. Beauregard.”\*

In June, 1863, the Army of the Potomac commanded by General Hooker abandoned its positions on the Rappahannock in front of Fredericksburg and marched north to encounter General Lee's forces at Gettysburg. The withdrawal of the Union army left the Confederates in possession of the few miles of railroad extending from Fredericksburg to Aquia Creek on the Potomac.

Nothing shows more clearly the desperate need of the Confederacy for railroad material than the many orders and telegrams from Secretary Seddon that these tracks should be at once taken up. They were to be used in building the new and vitally important connection between Virginia and North Caroline—the Piedmont R. R.

An engineer officer was sent from Richmond to attend to the removal of the iron; he was to impress labor, white or black, in fact use any means to accomplish his mission. As the Union forces covering Washington City often sent reconnoissances in the vicinity, and, moreover, the Potomac was patrolled by a United States fleet the Confederate working party was to have been protected by a force of cavalry, under Major Charles

\* Official Records of the Civil War, Series IV, Vol. II, p. 391.



R. Collins,\* left by General Lee to watch the line of the Rappahannock.

The mal-administration, or want of co-ordination in the Confederate War Department is thrown into strong relief by this incident. When the working party was ready to remove the rails, the protecting troops were not on hand, and vice versa. The railroad officials (R. F. and P. R. R.) whose assistance was necessary were clearly at loggerheads with the military; reports, counter reports, complaining telegrams, all followed each other in succession, with the result that few, if any of the much needed rails were secured.†

After the battle of Gettysburg and the fall of Vicksburg the spirits of the Southern people were at a low ebb as is clearly shown by numerous letters in the Official Records, particularly one written August 15, 1863, by J. E. Joyner, a Virginia politician: ". . . In parts of Bedford, Botetourt, Roanoke, Montgomery, Giles, Floyd, Franklin, Patrick Henry, Pittsylvania, etc. (counties of Virginia) the people seem completely demoralized, and this state of things exists to a great extent among the best citizens. They think and say we are whipped and are bound to be overrun and subjugated.

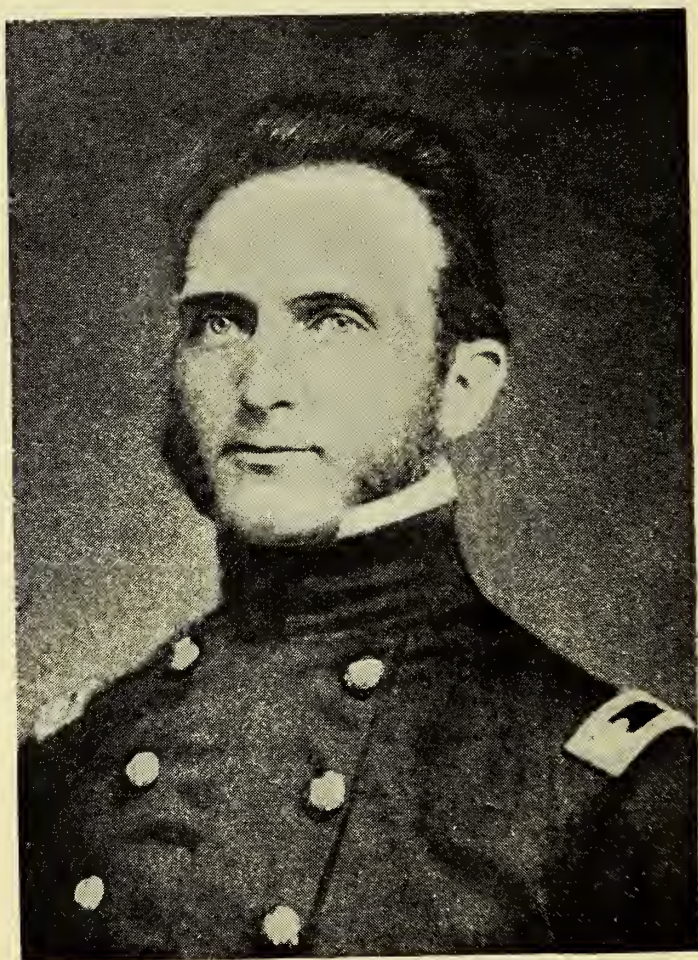
"The impression has very extensively obtained that our Army is dispirited and is deserting by hundreds; that whole regiments have left at a time; and the upper counties in North Carolina are much worse than those that I have mentioned, so I learn. A good many deserters are passing the various roads daily, and greatly increase the demoralization. These deserters almost invariably have their guns and accouterments with them, and when halted and asked for their furloughs, . . . they just pat their guns and defiantly say, 'This is my furlough,' and even enrolling officers turn away as

\* Major Charles R. Collins, afterwards Colonel of the 15th Virginia Cavalry, had a tragic career. He was a Pennsylvanian and a graduate of West Point in the class of 1859. Having married into a Virginia family, when the war came he hesitated long, "love and duty tugging at his heart strings," but finally took the Southern side. Colonel Collins was killed at the battle of Spottsylvania, May, 1864.

† Official Records of the Civil War, Series I, Vol. XXVII, pp. 1045-47.







GENERAL T. J. "STONEWALL" JACKSON

Photograph taken about 1856, and shows him as a Professor in the Virginia Military Institute. The uniform is that of a Brevet Major in the United States Army.

From the F. B. C. Bradlee Collection

peaceably as possible, evidently intimidated by their defiant manner.

"They are accumulating a vast number of muskets, etc., . . . and avow that they shall be used against the Confederacy if there is any attempt to arrest them; and the depredations which they are committing are immense and outrageous. The papers are advising and urging the people to send them off and not feed or lodge them, but these gentlemen editors know just nothing about it.

"These deserters go in companies of from six to fifteen or twenty, and when they want anything they just demand it under threats of the most terrible violence; and if any citizen dares to give information relating to them, . . . the next thing his house is burned, he is waylaid and murdered, or beaten nearly to death. Many of these cases have occurred, more particularly recently. The people in many places are in continual alarm. . . ."\*

Desertions from General Lee's army reached such proportions that no less than ten North Carolinians were executed for that crime on September 10, 1863. They belonged to Steuart's Brigade, of Ewell's Corps.†

After Gettysburg and Vicksburg most well informed men in the Confederacy realized that any further contest was not only useless but wicked. General Joseph E. Johnston is known to have held that opinion. But President Davis and General Lee disagreed with it and were much blamed on that account.‡

It would seem that General "Stonewall" Jackson felt presentiments of the ultimate failure of the Confederacy as early as 1862, according to an article by Rev. and Major R. L. Dabney (who at one time was Jackson's Chief-of-Staff) published in the Southern Historical Society's Papers:

"I well remember the only time when I saw him admit a prognostic of final defeat. It was a Sabbath day of May, 1862, as bright and calm as that which ushered in the battle of Port Republic. We were riding alone,

\* Official Records of the Civil War, Series IV, Vol. II, p. 721.

† Recollections of a Maryland Confederate Soldier, by Lt. McHenry Howard, pp. 225-26.

‡ History of the Civil War (1917 edition), by James Ford Rhodes, p. 259—note.



slowly, to a religious service in a distant camp, and communing of our cause, not then as superior with inferior, but as friend with friend. I disclosed to Jackson the grounds of the apprehensions which I always harbored in secret, but which I made it my duty to conceal, after the strife was once unavoidable, from every mortal save him. He defended his more cheerful hopes. He urged the surprising success of the Confederate government in organizing armies and acquiring material of war in the face of an adversary who would have been deemed overwhelming, and especially the goodness of Divine Providence in giving us, so far, so many deliverances. I reasserted my apprehensions with a pertinacity which was, perhaps, uncivil.

"I pointed out that the people were not rising as a whole to the height of the terrible crisis. That while the minority (all honor to them) were nobly sacrificing themselves in the breach, others were venal and selfish, eager to depute to hireling substitutes the glorious privilege of defending their own homes and rights, and to make a sordid traffic out of the necessities of the glorious martyrs who were at the front dying for them. That it was at least questionable whether such men were not predestined slaves. That the government was manifestly unequal to the arduous enterprise and entangled in the plodding precedents of dull mediocrity, instead of rising to the exertion of lofty genius and heroism. Witness, for instance, the deplorable military policy which left our first critical victory without fruits; a blunder which no government would be allowed by a righteous Providence to repeat often, with impunity; because it is as truly a law of God's administration as of His Grace, which is expressed in the fearful question: 'How can ye escape who neglect so great salvation?'

"That neither government nor people seemed awake to the absolute necessity of striking quickly in a revolutionary war like ours; but they were settling down to a regular protracted contest, in which the machinery of professional warfare would gradually, but surely, abolish that superiority of the Southern citizen-soldier over the Yankee mercenary, which the honor and courage of

the former gave him while both were undrilled; a routine war in which we should measure our limited resources against their unlimited ones, instead of measuring patriotic gallantry against sluggishness.

"That the final issue of such a struggle must be the exhaustion of our means of resistance by gradual attrition, which would render all our victories unavailing. At length, as I enlarged upon the points, Jackson turned himself upon his saddle towards me and said, with a smile which yet had a serious meaning in it: 'Stop, Major Dabney, you will make me low-spirited!' He then rode in silence for some moments, and said, as though to himself: 'I don't profess any romantic indifference to life; and certainly, in my own private relations, I have as much that is dear to wish to live for as any man. But I do not desire to survive the independence of my country.' These words were uttered with a profound, pensive earnestness, which effectually ended the debate."\*

Brigadier General William R. Boggs, a graduate of West Point in the class of 1853, and Chief of Staff to General Kirby Smith commanding the Confederate Trans-Mississippi Department† in his "Reminiscences" also appears to have believed the Southern cause was hopeless from the first. In 1863, Boggs then stationed at Shreveport, Louisiana, said to his kinsman, George Calhoun, who had sold his property in Shreveport, and bought a plantation on Red River, and was about to take his family to South Carolina, from whence he proposed to bring back negroes to work his plantation: "I asked him if he supposed he would ever work a slave after the close of the war."‡

For some unexplained reason Colonel Wadley's nom-

\* Southern Historical Society Papers, Vol. XI, pp. 153-55.

† The full history of the Confederate Trans-Mississippi Department, from which so much was expected and so little accomplished, is a hitherto unexplored field for the historian. General Boggs' little book is full of interesting revelations, but the whole story of the armies in this part of the Confederacy has never been brought to light.

‡ Military Reminiscences of General W. R. Boggs, C. S. A., Durham, N. C., 1913, p. 70.



ination was not agreeable to the Confederate Senate and was rejected May 1, 1863. Thereupon Captain, afterwards Colonel F. W. Sims, Assistant Adjutant General, was appointed June 4, 1863, to his position, Supervisor of Government Railroad Transportation, with the same duties and powers. Captain Sims originally (1861) commanded Company H in the 1st (Olmstead's) regiment of Georgia infantry. He was captured at Fort Pulaski in April, 1862; and held prisoner for some time at Johnson's Island. Colonel Sims was particularly under the control of Colonel Aurelius F. Cone, Assistant Quartermaster General of the Confederate Army; the latter was a graduate of West Point, class of 1857.

Very soon after Sim's appointment he was called upon to superintend the most important undertaking of Confederate military transportation that took place during the war. This was the transfer of nine small brigades of infantry (about 11,000 men) and a battalion of artillery with 26 guns, the whole commanded by General Longstreet,\* from the Army of Northern Virginia to the Army of the Tennessee under General Bragg, in time to take part in the dearly won victory of Chickamauga, fought on September 19-20, 1863. Thus the opportunity was taken by the Confederacy to take advantage of its "Interior Lines" already mentioned. These still offered the sole opportunity ever presented the South for a great strategic victory.

But the movement was too long delayed, and when undertaken (September, 1863) the Federal General Burnside had occupied Knoxville, Tennessee, closing the shorter railroad route from Richmond to Chattanooga, via Knoxville, leaving the Confederate troops only the long line via Petersburg, Wilmington, Augusta, and Atlanta, about 925 miles long, with imperfect connections through some cities and various changes of gauges.

\* These figures, concerning which there has been some dispute, are taken from an article by Gen. Alexander in Vol. III of the *Battles and Leaders of the War*, p. 745.

*(To be continued.)*

## DESCENDANTS OF ROGER PRESTON OF IPSWICH AND SALEM VILLAGE.

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BY CHARLES HENRY PRESTON.

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(Continued from Volume LXII, page 32.)

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Jacob Preston of Windham sold "son Joseph Preston part of a house and land in Windham . . . bounded by land now belonging to my son William . . . for the use of Joseph and [my] wife Sarah during their natural life, Jan. 16, 1733/4. (Windham Deeds, G. 274.)

William Preston of Windham sold David Preston, land bounded by "land belonging to my father Jacob Preston and my brother Joseph Preston," March, 1734. (Windham Deeds, G. 326.)

Joseph Preston sold "brother John Preston land that was given me by my father Jacob Preston," 1735. (Windham Deeds, G. 365.)

David Preston of Windham sold David Ripley land "adjoining my father Jacob Preston's and my brother Joseph Preston's," Feb. 10, 1736/7. (Windham Deeds, G. 412.)

Jacob Preston, Sen. probably moved to Ashford when his son John settled there in 1740 or a little later, for on June 13, 1742, "Mr. Jacob Preston received into our holy communion in full being recommended by a letter from the Rev. Mr. Mosely by the consent of the brethren of Windham Village where he was in full communion. (Ashford Church records.)

Apr. 18, 1740, Jacob Preston and John Preston, Jun., of Windham for £500 sold fifty acres of land with buildings, "ye whole of farm which belongs to us" to Jacob Preston, Jun. This land was in the north part of Windham and joined the land of Jacob Preston, Jun. (Windham Deeds, Vol. H, p. 55.)

III. 23. JOHN PRESTON (Samuel, Roger), born in Andover, 1 May 1685; died in Windham, Conn. 26 July 1733; married, 10 Jan. 1706-7, Mary, daughter of Jonathan and Sarah (Moulton) Haines of Haverhill; (mar-



riage recorded in Andover); born in Haverhill, 3 Mar. 1686/7.

Children, born probably in Killingly, Conn., except last two:

70. JOHN, b. probably 1708.
71. MARY, died 13 Apr., 1766; married in Windham 28 Dec. 1736, Stephen Smith, who died 1760; Ch: 1. John, b. 18 May, 1738; 2. Stephen, b. 19 June, 1739; 3. Mary, b. 25 July, 1741; 4. Peter, b. 28 July, 1743; 5. James, b. 6 June, 1744; 6. Benjamin, b. 25 Feb. 1748; 7. Peabody, b. 27 July, 1749; 8. Sarah, b. 11 Dec., 1751; 9. Mehit-able, b. 3 Nov., 1754. The children were nearly all bap-  
tized in the 2d church of Windham, and there Stephen and Mary (Preston) Smith died.
72. SUSANNAH, bapt. 9 Sept., 1711, in Killingly; m. ———  
Adams.
73. JONATHAN, bapt. Feb., 1714, in Killingly; non compos  
mentis in 1739. (Conn. Colonial Rec.)
74. JOSEPH, bapt. 28 Feb. 1717, in Killingly.
75. BENJAMIN, bapt. 22 June 1718, in Killingly.
76. THEODORE, b. 1720.
77. WILLIAM, b. 1721.
78. ABIGAIL, bapt. 15 Sept. 1723, in Killingly; perhaps m. 5  
Oct. 1740, Daniel Plumley of Upton. (Windham 2d  
church rec.)
79. DAVID, bapt. 10 Oct. 1725, in Killingly.
80. SAMUEL, b. 20 Aug. 1727; bapt. 3 Sept. in Windham.
81. SARAH, b. 6 Feb. 1729/30; bapt. 8 Feb. in Windham; d. 18  
Mar. 1730/31.

John Preston must have removed from Andover to Killingly very soon after his marriage, for on July 31, 1707, John Preston "of Killingly" bought fifty acres of land in Killingly, of James Leavins of Killingly. He received a large grant of land in 1709, and on Feb. 24, 1725/6, John and Mary Preston sold Col. Samuel Brown of Salem, Mass., for £400 three tracts of land, in all about four hundred and twenty acres with dwelling house thereon; John appears to have been a first settler and received this land or most of it in the first and second division of common lands.

This is probably the date of his removal to Windham Village where his brother Jacob Preston was already lo-

cated. His children were most of them baptized at the old church on Putnam Heights in Killingly, which was established in 1715; he and his wife were received into full communion there, March 9, 1716. Nov. 10, 1729 John Preston of Windham sold land in Killingly to Daniel Waters.

Nothing further is known of his life in Killingly. The first mention of them on the Windham records is the admission to the church in Windham Village of John Preston, Jun. and Mary Preston in 1726. He is probably the John Preston, Jun. mentioned in the deed of Narragansett land, from John, Sen. to John, Jun. mentioned under John Preston (6) who served in the Narragansett war.

In 1729 "for love and affection" John Preston of Windham deeded to his son John Preston fifty acres of land; the son John was then nearly of age and was married soon after. John Preston died 26 July 1733, and his grave in Hampton is marked by a stone, the oldest marking the grave of a descendant of Roger Preston, and the inscription reads as follows:

"Mr. John Presson Died July ye 26 1733 Aged 49 years"

There is quite a romantic story told of Mary (Haines) Preston's childhood. Her father, Jonathan Haines, who then lived in Newbury, Mass., married first, in 1674, Mary Moulton; she died in a few months and he married Dec. 30, 1674, Sarah, daughter of William Moulton of Hampton, N. H.; they are supposed to have been sisters. In 1686 Jonathan Haines removed to Haverhill, and there Mary, their third daughter of the name, was born.\* In Aug. 1696, while Jonathan Haines was reap-

\*Jonathan Haines born 1646, married Jan. 1, 1674, Mary Moulton, who died in a few months, and he married second, Dec. 30, 1674, Sarah Moulton, daughter of William Moulton of Hampton, N. H.; born in Hampton Dec. 17, 1656. Children: 1. Mary, b. Nov. 14, 1675; 2. Mary, b. Oct. 2, 1677; 3. Hannah, b. about 1678-9; m. Dec. 16, 1697, Joseph Heath; 4. Thomas, b. May 14, 1680, m. in Haverhill, Dec. 22, 1703, Hannah Harri-man; he lived and died in Haverhill; 5. Margaret, b. 1683, d. Feb. 10, 1753, in Windham, Conn., m. Nov. 26, 1706, Thomas



ing in a field near Bradley's Mills and the children were picking beans near by, the father and four children, Thomas, Jonathan, Mary and Joseph, were captured by the Indians, who immediately started for Pennacook; here the party separated and one portion with the father and Thomas went to Maine, while the other, with the three other children, went to Canada, where the children were sold to the French. The father and Thomas soon had an opportunity to escape and made their way, with great fatigue, to Saco, Maine, and thence to Haverhill. Of the other three, Jonathan and Joseph remained in Canada permanently, while it is said Mary was redeemed the following winter for 100 pounds of tobacco.

Two years later in Feb. 1698 Jonathan Haines and his son Thomas, and Samuel Ladd and his son Daniel started with their teams to haul some hay, that had been cut and stacked the preceding summer, from their meadow in the western part of the town. On their way home they were surprised by Indians, and the fathers were killed and the boys carried prisoners to Pennacook. They escaped and returned to Haverhill, though young Ladd was much disfigured. Thus Mary was left at the age of twelve without a father, and two of her brothers, prisoners in Canada and one for a time in New Hampshire.

In 1731 the family was widely scattered, as the deed recorded in the Essex Co. Registry will show: I, Samuel Ingersoll of Salem, in the County of Essex, cooper, sell to Thomas Haines of Haverhill, Jonathan Haines and Joseph Haines now at Canada, William Corbett and Sarah his wife of Lebanon, Conn., John Heath and Hannah his wife of Norwich, Conn., Thomas Kingsbury and

---

Kingsbury; 6. Jonathan, b. Sept. 3, 1684, taken prisoner by Indians to Canada where he remained; 7. Sarah, m. Jan. 19, 1702/3 Thomas Kingsbury, m. 2d William Corbett of Lebanon, Conn.; 8. Mary, b. Mar. 3, 1686/7, m. John Preston; 9. Joseph, b. Aug. 4, 1689, taken prisoner to Canada where he remained; 10. Ruth, b. Feb. 10, 1691/2, m. 1711 John Corliss; 11. Abigail, bapt. Mar. 10, 1694, m. Jacob Warner; 12. Elizabeth, b. Mar. 22, 1696/7, m. Isaac Spaulding.

Margaret his wife of Windham, Conn., John Preston and Mary his wife of Windham, John Corliss and Ruth his wife of Haverhill, and the heirs of Jacob Warren and Abigail his wife, decd, and to Isaac Spaulding and Elizabeth his wife of Plainfield, Conn., all brothers and sisters of said Thomas, all my right in the one sixth part of several tracts of land situated in Salem. (dated Sept. 17, 1731.)

July 6, 1733, Thomas Haines of Haverhill for himself and as attorney for Jonathan and Joseph Haines of Canada with the others mentioned in the preceding deed, with the exception of Isaac Spaulding and wife, sold the same land to Richard Ingersoll of Salem.

John Preston, or Presson as he was usually styled, left a will dated 13 Sept. 1731, which reads as follows:

Will of John Presson Jun. of Windham, Colony of Connecticut, Husbandman

To my beloved wife Mary Presson whom I constitute my executrix I give for support and bringing up my children the use and improvement of all my real estate till my son Joseph comes to the age of twenty-one years, and after that the use and improvement of one third part of my estate during her natural life and room in my dwelling house and a part in the cellar so long as she continues my widow.

To my beloved son John Presson, I give five shillings which I judge with what I have already given him . . . full portion of my estate.

To my beloved children Mary Presson, Susanna Presson, Jonathan Presson, Joseph Presson, Benjamin Presson, William Presson, Abigail Presson, Theodore Presson, David Presson and Samuel Presson, I give all my personal and real estate to be equally divided between them save that my son Joseph be allowed twenty pounds above his equal share for his living at home and assisting his mother in managing the place and my will is that my daughter Susannah Presson have ten pounds out of the money due to me from my son John Presson above her equal share and that said money be paid when said money is divided.

My will is further that when my son Joseph comes to the age of twenty-one years that there be a distribution made of my estate among my children in the manner above expressed and that my son Joseph have my lands and buildings in Wind-



ham in case he pay the above said legacies to his brothers and sisters but if he don't incline to that my will then is that my land and buildings be sold and divided as above expressed and my wife to have the use and improvement of one-third part of what it be sold for during her natural life.

his

John X Presson  
mark

Signed Sealed Published  
and Declared to be the last  
will and testament of John Presson  
by the said John Presson Jun.  
in the presence of us the subscribers  
this 13th day of Sept. A. D. 1731.  
Philemon Chandler  
Philemon Chandler Jun.  
Benjamin Chaplin

Windham S. S. Aug. 22, 1733.

The within named Philemon Chandler, Philemon Chandler Jun. & Benjamin Chaplin all of Pomfret all personally appeared and made solemn oath that they were present and saw the within named John Presson sign seal and pronounce and declare the within written instrument as his last will and testament and they at the same time and in his presence set to their names as witnesses—before me

Richard Abbe  
Justice of the Peace

At a Court of Probate held in Plainfield Sept. 11, 1733 present Timothy Peirce Judge. The last Will & Testament of Mr. John Preston of Windham, decd. was exhibited into sd court by ye executrix named in sd will who accepted of that trust in court . . and which will is by said court approved allowed and ordered to be recorded and kept on file

John Crery  
Clerk of Probate

Inventory taken Aug. 22 by Paul Holt, Benjamin Bedlake, and Benjamin Chaplin was presented in Court Sept. 11. It included "Houses and sixty acres of Upland" valued at 380£.

Nov. 8, 1737. The court appointed Paul Holt, Mr. Thomas Steadman and Philip Abbott, all of Windham, to set out and divide the estate and Eleazer Crocker of Windham was appointed guardian of Theodore, David and Samuel.

A distribution of the property was made 15 Nov. 1737 to widow, John Preston, Mary Smith, eldest daughter, Susannah Adams, Jonathan Preston, Joseph Preston, Abigail Preston, Eleazer Crocker, guardian to Benjamin Preston, Theodore Preston, William Preston, David Preston, Samuel Preston. The distribution was allowed July 11, 1738.

Theodore Preston of Windham discharged Eleazer Crocker as guardian Apr. 29, 1741, having received his part of his father's estate.

Windham, Nov. 9, 1742. "Then recd. of Eleazer Crocker of Willington guardian to me the subscriber in full as my part of the estate of my honored father John Preston late of Windham deceased which was committed to him my guardian."

William Preston

As the sons came of age, some of them sold their shares and by the recorded deeds we find that Benjamin and Joseph, who were then of Pomfret, sold their shares of the estate to their "brother in law Stephen Smith of Windham" 17 Sept. 1739, and he and his wife Mary, sold her right and the rights of Joseph and Benjamin to Ebenezer Griffin, 20 Oct. 1739.

Theodore Preston bought his brother Jonathan's right from his mother Aug. 18, 1742, she having purchased the same from the selectmen of Windham, who held it in trust by order of General Assembly of Connecticut; he also purchased his brother William's portion Dec. 17, 1742, and that of David in 1746, William then being of Pomfret and David of Ashford. In 1744, Ebenezer Griffin sold Theodore Preston "all my right in that part of land which Theodore Preston's father died seized of"; that is, the rights of Mary, Joseph and Benjamin.

It is therefore evident that Theodore continued to live with his mother, instead of Joseph, as his father had intended.

Joseph, Benjamin, William and David disposed of their right in the widow's thirds when they sold their own shares; the widow was certainly living at the time of the first two transfers as evidenced by the date of



her deed to Theodore in 1742. The date of her death is unknown, nor is it certain that she spent the remainder of her days in Windham.

III. 24. JOSEPH PRESTON (Samuel, Roger), born in Andover, 26 Jan. 1686/7; died there, 9 Mar. 1713/4; married there, 21 Dec. 1709, Rebecca, daughter of John and Sarah (Geary) Preston; born there, 23 Jan. 1688/9; died in Windham, Conn., 1 May 1727; she married, second, in Andover, 22 May 1718, Robert, son of Nicholas and Mary (Russell) Holt, who was born in Andover 30 Jan. 1696.

Children, born in Andover:

82. A daughter, b. 26 Jan. 1710/11.

83. JOSEPH, b. 22 Aug. 1713; bapt. 23. Aug.

Children of Robert and Rebecca (Preston) Holt:

1. ABIGAIL, b. 12 Aug. 1719, in Andover; d. young.
2. SARAH, b. 18 Jan. 1721, in Andover; prob. m. Josiah Peabody.
3. ABIGAIL, b. 20 Feb. 1723, in Andover, m. in Windham, Conn. 5 Nov. 1741, David Kendall.
4. EPHRAIM, b. 1724, in Windham, Conn.
5. MARTHA, b. 4 Apr. 1725, in Windham, Conn., m. 1 Jan. 1754, John Richardson.
6. EZEKIEL, b. 21 Apr. 1727, in Windham, Conn., m. 5 Nov. 1746, Lucy Durkee.

Little is known of Joseph Preston, who died at the age of twenty-seven years. The widow Rebecca Preston was admitted to full communion in the church in the "South precinct in Andover" July 18, 1714.

Robert Holt purchased land in Windham Village, Dec. 6, 1717, but did not remove there till after the birth of their daughter Abigail in Feb. 1723. In June 1723, Robert Holt was one of the members at the organization of the second church in Windham, and in Oct. 1723, Robert and Rebecca Holt sold land in Windham to Jacob Preston, who also came from Andover at about the same time.

Rebecca Holt's son Joseph Preston was not quite ten years old when they went to Connecticut, and he was of

course taken with them; he married there, but died soon after.

III. 35. LEVI PRESTON (Levi, Roger), born 22 Nov. 1697; died in Fairfield, Cumberland Co., N. J., June 1731; married Mary ———.

Children:

84. HANNAH, m. Samuel Leake.

85. ABIGAIL, m. Samuel Hannah.

86. ESTHER, b. 20 June 1723; d. 3 Sept. 1781; m. 1743, as 2d wife, Arthur Davis; ch: 1, Levi, 2. Martha, 3. Ruth, 4. Arthur, 5. Esther, 6. Charles, 7. Naomi, 8. Benjamin, 9. Abijah; Benjamin Davis, b. Apr. 19, 1762; d. 25 Feb. 1837; m. 23 Jan. 1785, Thomasin Lummis; ch.: 1. Jeremiah, 2. Esther Preston, 3. Jane.

In June, 1732, Levi Preston, by a deed, gave 100 acres of land to his grand-daughter Esther Preston, Abigail Preston and Hannah Preston, daughters of his son Levi Preston.

III. 37. JOHN PRESTON (Levi, Roger), born 26 Feb. 1701; died before 1750.

Child:

87. JOHN.

Levi Preston, in his will dated 19 Feb. 1749-50 mentions grandson John, son of John Preston deceased. John Preston was a constable in 1727. Nothing further is known of this family.

III. 40. ISAAC PRESTON (Levi, Roger), born 10 Sept. 1707; died early in 1749; married Elizabeth, daughter of William, Jr. and Elizabeth Dare; she was sister of William Dare, who married Freelove, daughter of Levi and Abigail (Brooks) Preston. Elizabeth (Dare) Preston married second, in 1751, Jehiel Wheeler, who died 1759, his wife surviving him.

Children:

88. LEVI, b. 1732.

89. ISAAC, b. 20 Nov. 1735.

90. ELIZABETH.



91. WILLIAM.

92. JOHN.

93. JOSEPH.

The will of Isaac Preston, dated Dec. 16, 1748, and proved at Burlington, N. J., Feb. 27, 1749; probate granted Jan. 4, 1749. He calls himself of Fairfield, N. J., sick, etc. Appoints his wife sole exec. Witnesses, James Johnson, William Bradford and David Westcote.

Isaac Preston was overseer of the poor in 1737.

IV. 42. MOSES PRESTON (John, Thomas, Roger), born in Salem Village, 6 July 1715; died abroad, after 1740; married in Beverly, 24 Nov. 1736, Mary Leach; published in Salem, 6 Nov. 1736, to Mary Leach\* of Beverly; she may have been daughter of Samuel Leach, bapt. first church Salem, 1 Aug. 1714; she married, second, Aug. 1742, Thomas, son of Samuel and Sarah (Leach) Herrick, and died in Gloucester, 8 Feb. 1780.

Children, born in Beverly:

94. ELIZABETH, b. 14 Dec. 1736\*; bapt. Beverly, 6 Nov 1737; m. 18 Sept. 1755, James, son of James and Hannah (Putnam) Prince of Danvers; b. 15 Sept. 1731; d. 27 July 1796: she d. 18 Dec. 1822; Children born in Danvers: 1. Moses, b. 14 Feb. 1756; 2. Joseph, b. 27 June 1761; 3. James, b. 28 Aug. 1763; 4. Caleb, b. 18 Oct. 1769; 5. Hannah, b. 2 Feb. 1772; 6. Betsey, b. 24 Oct. 1774; 7. Amos, b. 30 Aug. 1776.

95. JOSEPH, b. 14 June 1733†; bapt. Beverly, 17 June 1739, he was drowned while bank fishing in 1761. Administration was granted on his estate, 12 Oct. 1761, to Thomas Herrick of Gloucester, with Isaac Woodbury and Benjamin Leach as sureties; they, with Lieut. John Preston were to appraise the estate. The property was divided among Mary, wife of Thomas Herrick, and mother of the deceased; Elizabeth Prince, wife of

\* Mr. W. A. Robbins, a descendant of Thomas and Mary (Leach) Preston Herrick, after an exhaustive search, concludes that Mary Leach was daughter of William and Tryphosa (Herrick) Leach of Beverly, bapt. in Salem Village July 2, 1710.

† These entries on the Beverly town records were evidently made at a subsequent date, and that of Joseph is certainly a mistake.

James Prince of Danvers, sister of the deceased; Ruth Herrick, half sister and Mary Herrick, half sister.

May 29, 1761, Joseph Preston of Beverly tailor sold Ebenezer Nurse of Danvers five and one half acres of land adjoining Nurse's and Tarbell's land. (In 1771 said Joseph was deceased.) Essex Deeds, vol. 154 p. 275.

From the papers of the late Moses Prince of Danvers, a descendant of Elizabeth (Preston) Prince, the following account of the disappearance of Moses Preston is taken:—"Moses Preston was a mariner, was taken prisoner and carried to Spain, got on board a Dutch vessel but was transferred to an English vessel and was impressed into the English service 1739. Wrote a letter May 30, 1740 Gosport mentions Mr. Herrick, Mr. Haskel Mr. Osgood, Jos. Stephens, Benj. Trask. This was the last heard from him."

In a record of deaths kept by Robert Hale in Beverly is: "1741 Moses Presson lost at sea."

In 1748 Capt. John Leach of Salem was appointed guardian of Elizabeth and Joseph Preston, "children of Moses Preston late of Beverly."

IV. 43. LIEUT. JOHN PRESTON (John, Thomas, Roger), born in Salem Village, 4 Sept. 1717; died in Danvers, 14 June 1771; married in Salem Village, 14 July 1744, Hannah, daughter of Joshua and Rachel (Goodale) Putnam; born 1722; died in Danvers, 28 March 1771.

Children born in Salem Village, which in 1752 was set off as Danvers:

96. ELIZABETH, b. 9 May 1745; m. 30 Dec. 1766 Abel Nichols of Danvers; no ch.; m. 2d. 22 Feb. 1785 Bartholomew Trask of Beverly.
97. JOHN, b. 8 Sept. 1746.
98. PHILIP, b. 30 Oct. 1748; d. 29 May 1749.
99. JOSHUA, b. 22 Mar. 1751; d. 11 May 1751.
100. DAVID, b. 20 Mar. 1752; d. 16 Jan. 1774, unm. Adms. granted to John Preston 4 Apr. 1774 with Amos Tapley and Abel Nichols as sureties.
101. HANNAH, b. 8 Aug. 1754; d. 20 Oct. 1825; m. 19 May 1772, Amos Tapley, born 15 Oct. 1748; died 6 Sept. 1835;



ch: 1. Hannah, b. 26 Apr. 1773; d. 20 Apr. 1853, unm.; 2. David, b. 6 May 1775; d. 3 May 1807; m. Mary C. Putnam; 3. Phebe, b. 28 Aug. 1777; d. 28 Sept. 1860; m. Henry Brown; 4. Emme, b. 1 June 1780; d. 24 Dec. 1781; 5. Amos, b. 4 Aug. 1782; d. in Lynn, 1 Sept. 1830; m. Betsey Lye; 6. Moses, b. 8 Nov. 1784; d. in Rising Sun, Indiana, 25 Aug. 1823; m. Rachel Berry; 7. Betsey, b. 14 May 1787; d. 28 July 1876; m. Levi Nichols; 8. Aaron, b. 6 July 1789; d. 3 June 1830; m. Ede Swinerton; 9. Daniel, b. 14 July 1721; d. 22 Oct. 1878; m. Susan Chandler; 10. Philip Preston, b. 22 July 1793; d. 8 June 1819; 11. Ede, b. 17 Aug. 1796; d. 14 Sept. 1840; m. Dr. D. A. Grosvenor; 12. Rufus P., b. 16 Oct. 1800; m. Rebecca Joselyn.

102. LEVI, b. 21 Oct. 1756.

103. MOSES, b. 20 Apr. 1758.

104. AARON, b. 24 Mar. 1760; d. 9 Apr. 1760.

105. DANIEL, b. 11 June 1761; d. 1 July 1762.

Lieut. John Preston lived on the farm of his father-in-law Joshua Putnam near the "Log Bridge" over the Ipswich River. He was active in town affairs, serving successively as highway surveyor, constable, selectman and assessor and overseer of the poor. He was elected selectman and assessor in 1757, 1758, 1760, 1763 and 1764, but declined in 1758, 1760 and 1764. He was representative to the General Court in 1764.

He was also clerk, treasurer and collector of the church, and served on a committee to perambulate the bound between Danvers and adjoining towns.

He was often called upon to settle estates of his townsmen. Joshua Putnam at the time of his decease in 1730 was occupying the farm of his father, in common with his brother Amos; in 1732 a division was made, one half being set off to the widow and children of Joshua; here John Preston went to live and after the decease of Rachel, widow of Joshua Putnam, he bought the rights of Mary Prince and Rachel Putnam, who were the only heirs with his wife Hannah.

The house, which was destroyed by fire a few years ago, is supposed to have been built by John Preston,

though it is possible a portion of it was still older, as it was evident that one part was older than the rest.

John Preston and his wife Hannah sold the farm of his father and grandfather to Edmund Putnam 29 April 1749, he having bought the rights of the heirs of his brothers Moses and Philip Preston. Administration on the estate of Lieut. John Preston was granted to his son John 2 Sept. 1771, and the property was divided among John, David, Levi, Moses, Elizabeth, wife of Abel Nichols and Hannah, wife of Amos Tapley.

There is a diary in existence in which Lieut. John Preston recorded the most important events beginning with the year 1744, and ending in 1760; it has been published in the Historical Collections of the Essex Institute but is not of sufficient interest to be reprinted here.

IV. 44. PHILIP PRESTON (John, Thomas, Roger), born in Salem Village 6 Mar. 1719; died there, 14 Apr. 1748; married there, 29 June 1747, Ruth, daughter of Thomas and Elizabeth (Whipple) Putnam; who was baptized 22 Oct. 1727; she married second, 2 Jan. 1752, Samuel Kimball of Andover. There were no children by the first marriage.

Children of Samuel and Ruth (Putnam) Kimball:

1. PETER, b. 26 Nov. 1752; m. 1780, Ruth Turner; ch: Samuel, Deborah Lathrop, Turner and Putnam.
2. BETTY, b. 26 Sept. 1754.
3. RUTH, b. 3 Feb. 1757.

Philip Preston is one of a very few from Salem Village who are known to have served in the Louisburg campaign of 1745. His brother John's diary furnishes the information which follows:

"1745 June 10th My Brother listed for Cape Briton sailed from Boston June 26th & arrived at Lewisburg harbour July 6th & wrote me a letter dated July 7th. I received it July 27th. Aug. 13th He was brought home sick."

"1748 Apr. 14th, My brother Philip Preston died in the 28th year of his age."



The widow Ruth Preston gave up right of administration May 16 1748 and John Preston was made administrator the same day; he had bought her right in her husband's estate on the 10th of May, and March 27 1749 the remainder was divided between John Preston, and Joseph and Elizabeth Preston, the two latter being children of Moses Preston, deceased, brother of John and Philip.

IV. 45. THOMAS PRESTON (Thomas, Thomas, Roger), baptized in Salem Village 25 Sept. 1709; died in Royal Side, Beverly, 1769; married in Marblehead, 9 Dec. 1731, Rebecca, daughter of Richard and ——— Gross; born in Marblehead, 7 Oct. 1712.

"Thomas Preston Jun<sup>r</sup> and Jerusha Trask, both of Salem," were published 24 Oct., and "Thomas Preston Jr. of Salem & Rebeckah Gross of Marble<sup>d</sup>" 6 Nov. 1731.

Children, born in Royal Side, Salem, and baptized at Second Church, Beverly:

106. ABIGAIL, bapt. 7 May 1738; m. Jeremiah Foster Jun. of Boxford; will of Jeremiah Foster of Boxford 4 Oct. 1803 mentions cousins, Sally Hovey, Dorcas Hovey, Susanna Hovey and brothers, David and Joshua.
107. ANNE, bapt. 7 May 1738; probably m. 13 Oct. 1757 Lemuel Richardson of Worcester.
108. REBECCA, bapt. 7 May 1738; pub. 30 Nov. 1754, to Ebenezer Dale of Danvers; m. 1 Apr. 1755; ch: 1. Ebenezer, b. 25 Dec. 1755; 2. Anna, b. 27 Sept. 1757; 3. Thomas, b. 19 Aug. 1759; 4. Samuel, b. 23 July 1761; 5. Rebecca, b. 27 Apr. 1764. Administration was granted 5 Oct. 1772 on the estate of Ebenezer Dale of Danvers, Carpenter, to widow Rebecca with Archelaus Dale, Gentleman, and Nathaniel Esty husbandman as sureties; Account mentions "three children under seven years of age." The widow died 1783, and adms. was granted on both estates to Ebenezer Dale, wheelwright, with Archelus Dale and Aaron Cheever as sureties, 10 July 1783. The land set out to the widow was at Danversport, adjoining land of Samuel Dutch, Nath'l Brown, Carrell, Aaron Cheever and the mill pond.
109. MEHITABLE, bapt. 23 July 1738; m. 26 Sept. 1771, Nathaniel Esty of Salem; ch: bapt. Tabernacle Church, Sa-

lem: 1. Mehitable, 27 Feb. 1774; 2. Susannah, 12 June 1774; 3. William, 19 May 1776; 4. Nathaniel, 13 June 1779; also 5. Joseph, 6. Daniel and 7. Catherine; Nathaniel married second, Rebecca, widow of Joseph Hobbs and dau. of Jesse and Rebecca (Berry) Rolf, 11 Mar. 1792; ch: Hersey, b. 3 July 1796 in Middleton; Henry, b. 15 May 1799.

When adms. was granted on est. of Anna, sister of Thomas Preston 5 Sept. 1785, Nath'l. Estes in behalf of his wife, one of the heirs of Anna Preston, wished to be notified before an account of settlement was allowed.

110. ELIZABETH, bapt. 21 Sept. 1740; m. 11 Oct. 1763, Edmund Stiles of Boxford, son of Benjamin and Elizabeth (Foster) Stiles, b. 22 Nov. 1740; he died in Wendell, Mass., 23 July 1815; Ch: 1. Phineas, b. 20 Mar. 1764 in Boxford; 2. Elizabeth, b. 4 Sept. 1765 in Shrewsbury, who m. Timothy Blodgett Jr. of Montague, Mass.
111. SARAH, bapt. 23 Jan. 1742/3; prob. m. Benjamin Leach, 26 July 1772.
112. THOMAS, bapt. 2 June 1745; not mentioned in his father's will in 1769.
113. SUSANNAH, bapt. 21 Jan. 1749/50.
114. HANNAH, bapt. 21 June 1752; m. 18 July 1775, Phineas Hovey, son of Luke and Dorcas (Kimball) Hovey of Boxford; Lived in Beverly; Ch: 1. Susanna, b. 1776; 2. Sarah Leach, b. 1779; 3. Dorcas, b. 1782; 4. William Gross, b. 1783; 5. Phineas, b. 1784; Guardianship of children granted to Hannah Hovey 15 July 1789.

Thomas Preston lived at Royal Side, near Leaches' Hill, now called Folly Hill. In deeds he is called weaver, but in his will he is called yeoman. The will is dated 18 Sept. 1769 and proved 5 Jan. 1770. He gave all his personal estate to his wife Rebecca, and the income and improvement of land and buildings to such of his daughters as remained unmarried. After his wife's decease the property was to be divided among his eight daughters; he made his wife Rebecca and son-in-law Jeremiah Foster executors.

The widow Rebecca Preston requested the court, 26 Dec. 1769, by reason of her being "aged and of a weak constitution" to allow her son-in-law Jeremiah Foster



Jun. to serve alone as executor. The real estate was transferred to Mehetable Preston in 1770, indicating that she was the only one unmarried.

Rebecca Preston, of Beverly, widow, sold land and one fifth of a house in Marblehead, adjoining land belonging to her father Richard Gross, deceased, fisherman, to Benjamin Girdler of Marblehead, 5 Jan. 1771. (Essex Deeds, vol. 146, p. 27.)

Mar. 15, 1788, Rebecca Preston of Beverly, widow, sold land to her daughter Hannah Hovey of Beverly, widow.

IV. 51. LEVI PRESTON (Samuel, Samuel, Roger), born in Andover, Mass., 25 Oct. 1696; died in Foster, R. I. 6 Dec. 1781; married first, Elizabeth, daughter of Lieut. Benjamin and Elizabeth Harnden, in Reading, Mass. 9 Sept. 1718, who died in Killingly, 3 Apr. 1742; married second, in Killingly, 7 July 1742, Mary Fuller; she died in Foster, 19 Apr. 1782.

Children of Levi and Elizabeth, born in Killingly, Conn.:

115. SAMUEL (probably oldest child, being mentioned first in his father's will, in 1773).
116. BENJAMIN, b. 12 July 1724; bapt. 14 July 1728, at the ch. on Putnam Heights, Killingly; mentioned in will.
117. SARAH, b. 28 June 1726; bapt. 14 July 1728, ch. Putnam Heights; mentioned in will.
118. DAVID, b. 14 Sept. 1727; bapt. 15 Sept. 1728, ch. Putnam Heights; not mentioned in will.
119. ISAAC, b. 14 Apr. 1731; bapt. 2 Apr. 1732, ch. Putnam Heights; not mentioned in will.
120. DANIEL, b. 26 June 1733; d. young.
121. OTHNIEL, bapt. 22 Jan. 1739, ch. Putnam Heights; mentioned in will.
122. LEVI, b. 7 Sept. 1736; bapt. 22 Jan. 1739, ch. Putnam Heights; mentioned in will.

Children of Levi and Mary:

123. COLBURN, b. 24 May (Mar?) 1743 Killingly; bapt. 24 Apr. 1743 ch. Putnam Heights; mentioned in will.

*(To be continued.)*

## SALEM TOWN RECORDS.

### TOWN MEETINGS, VOLUME III.

*(Continued from Volume LXII, page 96.)*

The Select men haveing vewed the land whear Rob follet now dwells which is neare adjoyning to m<sup>r</sup> ffran<sup>cs</sup> Jonsons farme and doe allow of w<sup>t</sup> the former layers out did: judging m<sup>r</sup> Jonson is noe ways injured thereby; butt hath a sufficient accomodation & way to his orchard, not with standing there hath benne Complaynts to the Contrary, and thereupon doe Confirme unto him y<sup>t</sup> land both on the right hand and left of the highway; By his house According to the retorne of those Apoynted for the layeing itt out butt with all order that Rob: follet allow betweene his fences 4 poles for the Country road According to order & Custome in y<sup>e</sup> case

Att a meeting of the Selectmen October 16:1680 Itt is ordered & heareby declared that not any person presume to Cutt any young growing trees upon the towne Common, upon the penalty of 20<sup>s</sup> for Every tree, And the Selectmen doe Impower & also heareby in his maj<sup>stys</sup> name require all & Every one of the Constables in the Towne Likewise wee doe heareby apoynt & impowre m<sup>r</sup> Ph Cromwell L<sup>t</sup> John Pickering m<sup>r</sup> Edw. flint ||& Jn<sup>o</sup> Mascoll Jun<sup>r</sup>|| all or any one of the above s<sup>d</sup> Const<sup>s</sup> or others Expressed Carefully & dilligently to see to the full & Effectuall Execution of this order and doe also heareby fulley Impower them or any of them to Seize all such young wood they finde Either in the woods or upon any Cart or Sled, for which two thurds thereof shall bee for themselves & the Other thurd for the poore of the towne

[15] Att a meeting of the select men Oct<sup>o</sup> 28<sup>th</sup> 1680 Ordered that a warrant shall bee given to the Const<sup>ble</sup> ||next lecture day|| to warne a towne meeting; to bee held on y<sup>e</sup> 6<sup>th</sup> day of Novem<sup>br</sup> being Satterday for the choyce of a grand Jury & Jury of Tryalls

Agreed with Walter Skinner to bee belman from this tyme & to continue his charge untill the first of may w<sup>n</sup> the Cons<sup>ts</sup> watche ||ordinaryly|| begins w<sup>ch</sup> place hee is



faithfully & truly to discharge & for w<sup>ch</sup> hee is to have seven pounds & Carsy sufficient to make him a good coat

Cap John Corwin is Chosen and heareby fulley Impowred to Answer a presentment of the Towne (for unsufficientsy of the highway att frost fish River for want of a bridge;) att the next County Courte

Ordered y<sup>t</sup> there shall bee a horse bridge made over the brooke neere Tho Golthrites and m<sup>r</sup> Jo. King is Chosen overseere of y<sup>e</sup> work.

Itt is agreed that y<sup>t</sup> order made sept<sup>t</sup> y<sup>e</sup> 8:1677 and that order ||also|| concerning \*lathers made 13:6:79 shall bee againe published upon y<sup>e</sup> meeting house and the Constables are ||in his maj<sup>stys</sup> name|| required every one in his division to see y<sup>t</sup> ||those ||orders|| are now|| fully attended, or upon neglect to take the penalty then agreed upon if Every house or famyly bee not provided att or before the fifteenth of November next Ensu<sup>ing</sup> the date heareof

Itt is Ordered that The Const<sup>t</sup> whose names are follow<sup>rs</sup> viz: Jos. Rea Jn<sup>o</sup> Green Jn<sup>o</sup> Norman Ja. Symonds Job Swinerton Ja Poland Nehemiah Willowbey Tho Sear<sup>le</sup> and Jo. Clifford ||& W<sup>m</sup> Curtice|| shall all bee Summonsed by warrant to Appeare ||before|| the select the first of November next being Monday at M<sup>r</sup> Daniell Kings house aboute tenn of the Clock in y<sup>e</sup> forenoone to Settle & discharge there severall Acc<sup>o</sup> to y<sup>e</sup> towne

Chosen for Tything men

In Const<sup>t</sup> Thomas Gardners ward

Geo: Hacker

Edw: Gaskin

Geo: Booth

In Const<sup>t</sup> Thomas flints devision

Eph: Kempthorne

Jona<sup>t</sup> Pickering

Jn<sup>o</sup> Lambert sen<sup>r</sup>

In Const<sup>t</sup> Joseph Hardys ward

Samuell Phipeney

Chris<sup>tr</sup> Phelps

Rich<sup>rd</sup> Prince

\* Ladders.

In Con<sup>st</sup> Thomas Ives Ward

Rich. flender

Walt. Whittford

Joseph Williams

In Cons<sup>t</sup> Jn<sup>o</sup> Buxtons ward

Nath<sup>l</sup> Puttnam

Jos<sup>h</sup> Houlton

Benj<sup>m</sup> Wilkins

In Cons<sup>t</sup> John Batchelders ward

Jn<sup>o</sup> Tomkins sen<sup>r</sup>

Sam<sup>l</sup> Verry

Goodm<sup>n</sup> Tyley

[16] pay<sup>d</sup> Cap<sup>t</sup> Wm Browne 12<sup>s</sup> in money out of the fifty shillings Rec<sup>d</sup> of Con<sup>s</sup> Tho Searle w<sup>ch</sup> was for 2 books hee bought for the Towne

Att a Towne Meeting the 6: Novem<sup>br</sup> 1680 Chosen to Searve upon the Jury of Tryalls

M<sup>r</sup> Sam<sup>l</sup> Gardner Jun<sup>r</sup>

M<sup>r</sup> Edw. flint

M<sup>r</sup> Rob. Kitching

M<sup>r</sup> Nath. Ingersoll

M<sup>r</sup> John Marston

M<sup>r</sup> Vrall Wardell

M<sup>r</sup> John Williams

Chosen to Searve upon the grand Jury for y<sup>e</sup> yeare

M<sup>r</sup> John Ruck

M<sup>r</sup> Rob fuller

M<sup>r</sup> Sam<sup>l</sup> Eburne

M<sup>r</sup> An<sup>to</sup> Buxton

M<sup>r</sup> Elias Mason

M<sup>r</sup> Joshua Rea

M<sup>r</sup> John Homes

The Returne made of the nine Akers of land layd out to M<sup>r</sup> Sam<sup>l</sup> Gardner sen<sup>r</sup> According to an order May 14 1680 which is as follows.

Novem<sup>br</sup> 1<sup>th</sup> 1680 \*

By Vertue of an order from the selectmen May 14<sup>th</sup> 1680 is layd out to Sam<sup>l</sup> Gardner sen<sup>r</sup> nine Akers of land, haveing the land of Zacariah Marsh on the Northerly syde fourty fowre pole and the land of Robert



Moulton on the westerly syde sixtey pole, and on the southerly syde the land of Sam<sup>l</sup> frayle seaventy two pole, and on the Easterly syde a small strip of Common Twenty fowre pole, and is bounded on the Esterly end to the common with a small white Ash and a small White Oake and on the Westerly end with the Corner bound of Zacariah Marsh and Rob: Moulton, and with the corner bound of Sam<sup>l</sup> frayle and Rob: Moulton is layd out as above sayd.

The Towne Voated the aprobation and Acceptanc of this returne of the land layd out to M<sup>r</sup> Sam<sup>l</sup> Gardner sen<sup>r</sup>

Voated that L<sup>t</sup> John Pickering shall have the land hee petitioned for in Consideration of the thurty akers of land formerly granted him &c according to his petition which is as follow<sup>s</sup> Viz: a Rocky hill to y<sup>e</sup> westward of Geo: Darlings lyeing on y<sup>e</sup> Southward or the left hand of the road goeing from Marblehead to linn, begining or bounded by a steepe rock neere y<sup>e</sup> foote of the hill wheare also now stands a warnutt tree marked as a former bound tree and is on y<sup>e</sup> Estward part of the Hill, soe running along the southward syde of the Hill untill itt comes to lin line then runing as lin line runs upon the westward syde of the hill untill itt Comes to y<sup>e</sup> roade way, from thence as the road runs, alonge the Northward syde of the Hill untill itt Comes opposite to the great steepe rock and soe to run from the road to y<sup>e</sup> steepe rock.

[17] Att a metting of the select men 3<sup>th</sup>:10:1680 being present Cap<sup>t</sup> Jn<sup>o</sup> Corwin Cap<sup>t</sup> W<sup>m</sup> Browne M<sup>r</sup> Jonathan Corwin & Jn<sup>o</sup> Hathorne

Chosen to Joyne with y<sup>e</sup> deacons for the distribution of the money given in y<sup>e</sup> Contribution for the poore; M<sup>r</sup> Jon: Corwin & John Hathorne

Wee doe Chose & heareby fulley Impowre M<sup>r</sup> Nath<sup>l</sup> Puttnam L<sup>t</sup> Jn<sup>o</sup> Puttnam M<sup>r</sup> Dan<sup>l</sup> Andrews and M<sup>r</sup> Joseph Hutcheson to meete with some apoynted by wenham towne to Settle the bounds between them & us the second Monday of this Instant m<sup>o</sup> of Devember att M<sup>r</sup> Joseph Porters house aboute tenn of the clock in the morning

Att a meeting of the Select men 21: 10: 80 being present all Butt M<sup>r</sup> Jon Corwin Hen<sup>r</sup> Keny is Crd for his sonns killing a wolfe 30<sup>s</sup>

The Cons<sup>tbls</sup> Dr 4 Country rates & 1/2 a County rate & the over pluss to paye the towne viz:

Con<sup>st</sup> Tho Gardner to pay ye Country 50<sup>l</sup>

Con<sup>s</sup> Tho Ives to pay y<sup>e</sup> Country 50

Con<sup>s</sup> Jos Hardy to pay y<sup>e</sup> Country 48<sup>l</sup>. 8<sup>s</sup>

Con<sup>s</sup> Tho flint to pay y<sup>e</sup> Country 48:

Con<sup>s</sup> Jn<sup>o</sup> Buxton to pay ye Country 35

Con<sup>s</sup> Jo Batchelder to pay ye Country 35

4 rates Country 266: 8: 0

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County 5 <sup>l</sup> : 10 <sup>s</sup>	towne 20 <sup>l</sup> : 12: 00
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County 5 : 10 <sup>s</sup>	towne 20 : 12: 00
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County 5 : 10 <sup>s</sup>	towne 21 : 11: 06
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County 5 : 16 <sup>s</sup>	towne 21 : 12: 10
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County 5 : 10	towne 21 : 12: 10
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County 5 : 10	towne 21 : 9: 3
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1/2 rate to y<sup>e</sup>

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County 33: 6: 0 Overplus 127 : 09: 7

Att a Meeting of the Select men all present butt C: W<sup>m</sup> Brown: January 21<sup>th</sup>: 1680 Abated Josia Sutherick 7<sup>s</sup> 6<sup>d</sup> out of his rates abated John: Greene 8<sup>s</sup> out of his Country rate abated M<sup>r</sup> Rob: Kitching 6<sup>s</sup> out of his country rate abated Ens ffelton 10<sup>s</sup> out of his rates

M<sup>r</sup> Israell Porter Serj<sup>t</sup> Jo. Leach & Joseph Herrick are desired & heareby Impowred to Impress whatt hand<sup>s</sup> may bee nessesary to make a horse bridge Over frost fish river of foure Loggs broad.

ffran<sup>cs</sup> Nurce Cred<sup>r</sup> for the hire of 2 bulls this Last Summer 40<sup>s</sup> w<sup>ch</sup> was promised him to bee allowed out of his rates this yeare which hee had a bill to Con<sup>st</sup> Jo. Batchelder to pay

[18] Res<sup>d</sup> of John Green Jn<sup>o</sup> Leach Jn<sup>o</sup> Batchelder and John Tomkins Jun<sup>r</sup> the Summe of Twenty pounds in money for theire thurd years rent for Royall syde being for the yeare Accord<sup>s</sup> to Leese bearing date 29<sup>th</sup> 11: 77

Likewise then Rec<sup>d</sup> of George Jacobs sen<sup>r</sup> and the rest of the eleven, who Hired fourty fowre acres of Land on



Roy<sup>1</sup> Syde (viz. fowre acres  $\text{¶}$  man the Summe of five shillings & six pence which is for the second years rent of a Leece bear<sup>s</sup> Date 29:11:78/9

Abraham reads rates are abated to Const Jn<sup>o</sup> Batcheldor upon Consideration of his house being Improved to putt a sick man in viz the man y<sup>t</sup> had the small pox

Mr Jo: Cromwell Cred<sup>r</sup>

$\text{¶}$ : payd Mr Edw Norrice p<sup>r</sup> the towns order 2:00:00

$\text{¶}$ : Jo. Marston allowed him in a Gen<sup>1</sup> towne

mett<sup>s</sup> 27: Agust for wid<sup>o</sup> Allen money 35<sup>s</sup> 1:15:00

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deduct 10<sup>d</sup> out of y<sup>e</sup> 2<sup>s</sup> 6<sup>d</sup> for to answer to y<sup>e</sup> 3:15: 0  
rates being  $\frac{1}{2}$  money 10

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which was pd by Con<sup>s</sup> Jos Hardy 3:14: 2

Mr Jo: Gedney is D<sup>r</sup>

40<sup>s</sup> in money p<sup>d</sup> out of y<sup>e</sup> money Res<sup>ed</sup> of Jo: Green Res<sup>d</sup> of M<sup>rs</sup> Elizabeth Turner widow & relict of Mr Jn<sup>o</sup> Turner Lately deceased three pounds in money which is for the rent of Bakers Isl in ye yeare 1680 According to a Leece thereof Dated 19:12:77

Res<sup>d</sup> of: Ensign Nath<sup>1</sup> felton fran<sup>cs</sup> Nurce Jo. Cromwell Isaac Cook Sam<sup>11</sup> Aburne &c thurtey five shillings in money which is in full for the rent of the Land which Con<sup>t</sup> aboute sixtey Akers Lett to Leace to them 24:11<sup>mo</sup>: 1677 I say in full for the rent of the abovesayd Land for the yeare 1680:

3:12:80 John Milk Cred<sup>r</sup> p<sup>r</sup> whip<sup>ing</sup> for the Towne in y<sup>e</sup> yeare 1679 (20<sup>s</sup>) for which hee had a bill to Con<sup>t</sup> Tho Gardner of 12<sup>s</sup> to be pd out of y<sup>e</sup> overplus of ye Country rate only 3<sup>s</sup> 9<sup>d</sup> thereof as money

[19] November 3<sup>th</sup> 1680

Then agreed with Elnor Bath to Keepe Sarah Lambert & her child; for and dureing the whole terme of one yeare from this present day; which will bee untill the 3 Novem<sup>br</sup> 1681 and to provide for her & her child meate drink & aparrell washing & lodging Convenient for them dureing the say<sup>d</sup> tyme and iff shee then returne her to the towne to deliver her & her child in as good Coudition for cloathing as shee tooke her att first; In consideration

of which wee doe Engage & promise her in the behalfe  
of the towne Eight pounds in some good paye

The mark of

Elinor } Bath

To all Whomesoever this may Concerne this may certify  
that wheareas Elnor Bath hath agreed with y<sup>e</sup> select  
men of the towne of Salem to Keepe Sarah Lambert &  
her child for one yeare more After which tyme wee doc  
Engage as formerly ||in behalfe of y<sup>e</sup> towne|| that when  
the tyme is Expired ||then|| to Reseave her & her child  
againe unless there bee any further agreement made,  
And doe heareby fulley Cleare Beverly or any other  
place from any charge or troble y<sup>t</sup> may arise from her  
haveing taken her

Att a meeting of the Select men febr<sup>ry</sup> 14<sup>th</sup> 1680 being  
present Cap<sup>t</sup> Jo Corwin m<sup>r</sup> Ph Cromwell M<sup>r</sup> Jona<sup>t</sup> Cor-  
win & Jo Hathorne

Serj<sup>t</sup> Thomas ffuller is Cred<sup>r</sup> ₤ a wolfe Killed by  
his sonne Jacob ffuller 30<sup>s</sup> as p<sup>r</sup> Certificate from Cons<sup>t</sup>  
J. Buxton 14: 10<sup>mo</sup>: 80 pd by bill to Cons<sup>t</sup> James Poland  
30<sup>s</sup> the 3 May 82 Lt. Tho: Puttnam ||one of y<sup>e</sup>|| Over-  
seere of the Highwayes, att y<sup>e</sup> Village Brought in his  
Acc<sup>o</sup> of work donne upon the highwayes amount<sup>ng</sup> to  
4<sup>l</sup> 11<sup>s</sup> 06 w<sup>ch</sup> is to bee payd by the Towne unto the par-  
ticuler persons y<sup>t</sup> worked Accord<sup>s</sup> to the Acc<sup>o</sup> bills drawne  
upon Con<sup>st</sup> Jona<sup>t</sup> Walcott 20<sup>s</sup> & Cons<sup>t</sup> Jo Buxton 28<sup>s</sup>  
11: feb 81

[20] Lett to Leace to Thomas Maul soe much of y<sup>e</sup>  
towns Land as is taken in upon which part of his old  
house and part of his New house now stands together  
with the priviledge of his seller dore According as itt is  
now placed with soe much of the townes Land to the  
westward of his new dwelling house as may range with  
the land hee bought of George Dean; for eight shillings  
in money ₤ Anum to bee payd Every Yeare suckessively  
for y<sup>e</sup> full terme of Nine Hundred ninety nine yeares  
from ye nineteenth day of this instant m<sup>o</sup> of february  
1680 And upon which sayd nineteenth day of febr<sup>ry</sup>  
yearely or before the money shall bee payd unto the  
Towne of Salem or there order and the land to bee se-



curyty to y<sup>e</sup> towne for the payment of y<sup>e</sup> same both for tyme & spetia unto ye tru performanc of which Tho Maul doth bind himself, his heires Execu<sup>trs</sup> Admines<sup>trs</sup> or As-signes as wittness his hand

Rec<sup>d</sup> of Cap<sup>t</sup> George Corwin Three Pounds in Money which is in full for the rent of moultons Missery Islands for the yeare 1679 According to a Leace thereof Dated 19:12 m<sup>o</sup> 1677

Abated m<sup>r</sup> Ch: Babidge fowre shillings & 6<sup>d</sup> out of his rates this yeare

Att: a meeting of the Selectmen 21<sup>th</sup> 12<sup>mo</sup> 80 present Cap<sup>t</sup> Jo Corwin

M<sup>r</sup> Ph Cromwell M<sup>r</sup> Jonathan Corwin Cred<sup>r</sup> M<sup>r</sup> Jona<sup>t</sup> Corwin p<sup>r</sup> p<sup>d</sup> Walter Skinner for Anno 79. Is. Porter

1:08:00

Jo. Hathorne p<sup>r</sup> 1032 ffoote boarde 5<sup>s</sup> p<sup>r</sup> as p<sup>r</sup> bill upon fille

2:11:00

D<sup>r</sup> to a bill charged upon Con<sup>st</sup> Jno Gardner 3:15: 6  
allow<sup>d</sup> 3: 6

$\frac{1}{2}$  money, upon consideration of y<sup>e</sup> boards

3:19:00

abated marshall Hen<sup>r</sup> Skery 5<sup>s</sup> out of his rates

Granted Libertye to wid<sup>o</sup> Lake to draw beere & Syder for this yeare, as formerly, if the County Courte approve thereof

Abated wid<sup>o</sup> Veren 5<sup>s</sup> out of the Country rate

\*Ordered that m<sup>r</sup> Daniell Epts shall have tenn pounds in money dd him toward his next halfe yeare

[21] Walter Skinner Belman is D<sup>r</sup> p<sup>d</sup> by

John Hathorne

0:6:0

1 q<sup>r</sup>ter beefe M<sup>r</sup> Cromwell

1:5:0

8 Bush<sup>l</sup> Corn Cap<sup>t</sup> Geo. Corwins of y<sup>e</sup> towns y<sup>t</sup>

Jn<sup>o</sup> fisk brought in

1:4:0

a bill to m<sup>r</sup> Willowby y<sup>e</sup> 24:11:80

1:0:0

To M<sup>r</sup> Jona<sup>t</sup> Corwin more y<sup>n</sup> y<sup>e</sup> 28<sup>s</sup> formerly

0:9:0

4:4:00

To y<sup>e</sup> country rate to Con<sup>s</sup> Jos Hardy 7<sup>s</sup> 6<sup>d</sup>

\* Crossed out.

$\frac{1}{2}$  being money

0: 9: 04

To rye of Jos Hardy Con<sup>st</sup> 1 B & indian 1 Bush 5: 00: 04  
 y<sup>e</sup> Belman Cred<sup>r</sup> p<sup>r</sup> watching the towne from 1 now<sup>br</sup> to  
 1 May foll<sup>ng</sup> as belman 7: 0: 0 besyds 27<sup>s</sup> given him for  
 a la. Coate

Dr a bill charged upon Con<sup>st</sup> James Poland 40<sup>s</sup> w<sup>ch</sup> is  
 in full for his watch<sup>s</sup> or belmans place for 1—

Att a metting of the Selectmen: 24: 12: 1680

M<sup>r</sup> Edward Norrice his acc<sup>o</sup> which was allowed by the  
 towne: viz p<sup>d</sup> by Edw flint 12<sup>s</sup> 1 s

Math Woodwell 8<sup>s</sup> 1: 0: 00

Imp p<sup>d</sup> him by Cap<sup>t</sup> Jo: Corwin 5: 15: 00

p<sup>d</sup> by m<sup>r</sup> Jo: Cromwell 2:

p<sup>d</sup> by Jo: Hathorne 0: 16: 00

p<sup>d</sup> by Tho. Ives 1: 11: 06

p<sup>d</sup> by Cap<sup>t</sup> W<sup>m</sup> Browne 0: 09: 00

p<sup>d</sup> by Sam<sup>l</sup> Gardner Jun<sup>r</sup> 0: 06: 00

p<sup>d</sup> by 1 hogg &  $\frac{1}{4}$  beefe of Jo fiske the beef

132 <sup>1</sup>: 2<sup>d</sup> the hogg aboute 120<sup>1</sup>: 3<sup>d</sup> ⌘ 2: 17: 06

p<sup>d</sup> by Tho. flint for wood 0: 07: 00

p<sup>d</sup> by Tho. Rix 4<sup>s</sup> 0: 04: 00

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 15: 06: 00

Abated M<sup>rs</sup> Elenor Hollingsworth seaven shillings out of  
 her Country rate

Abated L<sup>t</sup> Thomas Puttnam 15<sup>s</sup> out of his Country rate  
 Lett to Leace in behalfe of the Towne unto M<sup>r</sup> Jo: Crom-  
 well ||the Herbadg of|| the Townes Land att the Bury<sup>ing</sup>  
 poynt for seaven yeares from the date heareof Improve-  
 ing itt for graseing to his best advantage except swine  
 which wee allow not of: payeing to y<sup>e</sup> towne Anually One  
 and Twenty shillings in money. Every yeare Suckesively  
 yeare by yeare att or before the 19 day of ffebru<sup>ry</sup>.

Unto the Select men or their order for the use of a  
 grammer schoole; and the towne to make or cause to  
 bee made up a fence to Incloase the Same and y<sup>e</sup> sayd  
 Cromwell to maintaine the fence dureing the full Terme  
 as abovesayd & M<sup>r</sup> Phillip Cromwell is desired & heareby  
 fully Impowred to see a sufficient fence made to Incloase



the Same upon the townes Acc<sup>o</sup> always provided that y<sup>e</sup> Towne hath y<sup>e</sup> same Liberty for buryalls as before this agreement

[22] L<sup>t</sup> Thomas Puttnam D<sup>r</sup> to a bill charged upon Const<sup>t</sup> Jo: Buxton 37<sup>s</sup> 6<sup>d</sup> out of y<sup>e</sup> overpluss of the Country rate not as money.

Cap<sup>t</sup> W<sup>m</sup> Browne D<sup>r</sup>

To a bill charged upon Const<sup>t</sup> Jos Hardy 4: 10: 00

To a bill charged upon Const<sup>t</sup> Tho Ives 3: 7: 6

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7: 17: 6

D<sup>r</sup> To allowance itt being pd as above out of y<sup>e</sup> overplus of y<sup>e</sup> Country rate 1: 02: 6

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Cap<sup>t</sup> John Corwin D<sup>r</sup> to a bill 9: 00: 0

charged upon Con<sup>st</sup> Tho flint 5: 00: 08

D<sup>r</sup> more ₤ Allowanc being pd out of y<sup>e</sup> overplus of y<sup>e</sup> Country rates 14: 04

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5: 15: 00

Cred<sup>r</sup> ₤ pd m<sup>r</sup> Edw Norrice 5<sup>l</sup>: 15<sup>s</sup>: 0

John Hathorne D<sup>r</sup> to a bill charged upon Tho

flint 2<sup>l</sup>: 15: 8<sup>d</sup> w<sup>ch</sup> was taken for acc<sup>o</sup>

brought in & accepted of disburst<sup>mnts</sup> 03: 01: 00

for y<sup>e</sup> town which hee was a Cred<sup>r</sup> for 3<sup>l</sup>: 1<sup>s</sup>: 0<sup>d</sup>

Jn<sup>o</sup> Hathorne Cred<sup>r</sup> ₤ disburst for the towne as p<sup>r</sup> his

Acc<sup>o</sup> 3<sup>l</sup>: 01<sup>s</sup>: 00 pd him by a bill Tho flint as above

li ss d

M<sup>r</sup> Ph Cromwell Cred<sup>r</sup> disburst for the towne 1: 19: 6

for which hee had a bill drawn upon Const<sup>t</sup> Tho. Ives

1<sup>l</sup>: 14: 6<sup>d</sup> to bee pd out of y<sup>e</sup> allow<sup>nc</sup> 5<sup>s</sup>.

Abated Tho: Maule out of his rates 15<sup>s</sup> M<sup>r</sup> Nath<sup>l</sup> Puttnam one of the overseers of the highwayes att y<sup>e</sup> Village brought in his Acc<sup>o</sup> of work donne upon the highwayes amount<sup>ing</sup> to 3<sup>l</sup>: 8: 6<sup>d</sup> which is to bee pd by the towne to the p[ar]ticular persons y<sup>t</sup> worked According to the Acc<sup>o</sup> for which thay had a bill charged upon Const<sup>t</sup> Jonathan Walcott for the 3<sup>l</sup> 8 6<sup>d</sup>—25: 11: 81 M<sup>r</sup> John: King<sup>e</sup> overseere of the highways att the brooke and aboute itt, Neare Tho Golthrites and brought in his

Acc<sup>o</sup> of work donne amount<sup>s</sup> to 2<sup>1</sup>:15:6 which is to bee payd by the towne to the pticuler persons y<sup>t</sup> worked according to y<sup>e</sup> Acc<sup>o</sup> pd by a bill Charged upon Cons<sup>t</sup> Jo Batchelder

Abated M<sup>r</sup> Edm<sup>o</sup> Batter out of his Country rates 10<sup>s</sup>

[23] M<sup>r</sup> Tho: Maule Overseere of the highwayes in the towne brought in his Acc<sup>o</sup> of work donne amount<sup>s</sup> unto Eight pound tenn shillings which is to bee payd by the towne to the pticuler p<sup>ersons</sup> y<sup>t</sup> worked According to the Acc<sup>o</sup>

Cap<sup>t</sup> W<sup>m</sup> Brown is Dr 1/4 beefe of Jo fisks 117<sup>1s</sup> tt To: 1 p<sup>r</sup> hand screws a p<sup>r</sup>cell collers & belly p<sup>cs</sup> & a spilte & gutter 35<sup>s</sup>

M<sup>r</sup> John: Gedney 4 q<sup>r</sup>ters Beefe of Jo fisks

131<sup>1</sup>: 131<sup>1</sup>: 117<sup>1</sup>

& 113 att 2<sup>d</sup> pr 4<sup>h</sup>: 02<sup>s</sup>: 00

Benj<sup>m</sup> felton & wid Alen a quarter ||beefe|| given betweene them 121<sup>1</sup>

Cap<sup>t</sup> Geo Corwin 1 q<sup>r</sup>ter of Jo fisks beefe

To Elias Masons rates to Cons<sup>t</sup> Hen<sup>ry</sup> Skery

To 1 hogg 201<sup>1</sup> att 2<sup>d</sup> 1/2 p<sup>er</sup> money 41<sup>s</sup> 10<sup>d</sup>

Walter Skinner 1 q<sup>r</sup>ter ||beefe|| Con<sup>t</sup> 132<sup>h</sup> of Jo fisks

M<sup>r</sup> Edw<sup>d</sup> Norrice 1/4 beefe of Jo fisks 132

Posted to his Acc<sup>o</sup>

Att a meeting of the Select men 7:1:80/81 present Bar: Gedny Esq<sup>r</sup> M<sup>r</sup> Ph Cromwell M<sup>r</sup> Jon Corwin Jo: Hathorne

Abated George Wielt tenn pounds out of the twenty pound bill ||M<sup>r</sup>|| Ezekeiell Nedham gave to the towne for him Dated the 6:10 m<sup>o</sup> 80 upon Condition M<sup>r</sup> Nedham paye the Select men or there order in y<sup>e</sup> behalfe of the towne seaven pounds three shillings in shoas att or before the first of may next Ensuing the date heareof according to a bill by him given which is filed with y<sup>e</sup> paper records which together with 57<sup>s</sup> before pd by y<sup>e</sup> sd Ez Nedham makes up the Summe of Tenn pounds

[24] Att a meeting of the Select men 11:1:80/81 M<sup>r</sup> Jonathan Corwin is Dr Jn<sup>o</sup> Cromwells To 3 Bush<sup>1s</sup> indian Corne of yt brought in by Jo fisk which is p<sup>d</sup> to Walter Skinner belman



Abated Thomas Golthrite his rate to y<sup>e</sup> Country & minesters this yeare being 12<sup>s</sup>

W<sup>m</sup> Lord Belringer is Dr To M<sup>r</sup> White for ringing y<sup>e</sup> bell 6<sup>s</sup> which is to bee p<sup>d</sup> y<sup>e</sup> s<sup>d</sup> White this was when W<sup>m</sup> Lords famly was viseted with y<sup>e</sup> small pox  
Cap<sup>t</sup> Jo: Price Cred<sup>r</sup>

⌘ an Acc<sup>o</sup> Brought in of disburstments for the towne

1:9:11

M<sup>r</sup> Jo: Gedney is Crd

p<sup>r</sup> Expences of the Selectmen in 2 yeares 12<sup>l</sup>:18<sup>s</sup>:04<sup>d</sup>  
viz 1679:1680.

Dr To money p<sup>d</sup> 1680

2:00:00

To 4 quarters beefe Con<sup>t</sup> 492<sup>l</sup> att 2<sup>d</sup>

4:02:00

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6:02:00

To a former bill charg<sup>ed</sup> upon Con<sup>st</sup> Jos Rea pay<sup>d</sup> 26:12:79-80

To: y<sup>e</sup> french ||fall|| shoues 7<sup>s</sup> & 4 trayes 30<sup>d</sup> which ware formerly left with them 0:09:06

10:11:06

more due to M<sup>r</sup> Gedney ⌘

2:06:10

next yeares acc<sup>o</sup>

0:12:0

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2:18:10

Lionerd Bockwith being sent for & brought before the select men, who had benne in the towne for some tyme without attending the ord<sup>rs</sup> of the Country & towne for his admission wee doe agree & determine y<sup>t</sup> hee depart the town within tenn ||or twelve|| dayes and that noe inhabitant of the towne doe afterwards Entertaine him upon the uttermost penalty: in y<sup>t</sup> case: who did also personally promise & engage to depart within the Tyme above expressed

[25] Att a meeting of the Towne in Gen<sup>r</sup> March 21

1680/81

Chosen for moderator maj<sup>r</sup> W<sup>m</sup> Hathorne Voated that all such as Voate for select men shall voate ⌘ lists all togather, & if any mans name bee twice in ye lists or there bee more voates then seven that or those Lists shall bee rejected

Chosen for Select men

Cap<sup>t</sup> Jn<sup>o</sup> Corwin 30

Cap<sup>t</sup> W<sup>m</sup> Browne 47

L<sup>t</sup> Jo. Puttnam 32

M<sup>r</sup> Edm<sup>o</sup> Batter 29

M<sup>r</sup> Sam<sup>l</sup> Gardner sen<sup>r</sup> 30

M<sup>r</sup> Israell Porter 55

Jo: Hathorne 55

Chosen ffor Cons<sup>t</sup> for the towne ☿ voate Jo: Rogers:  
Tho: Maul: Gilbert Tapley Rich<sup>rd</sup> Prithritch

Cons<sup>t</sup> for the farmes

Uzall Wardell: Jona. Walcott

Voated that the select men shall have the same power  
they had last yeare

Att a meeting of the select men March 22<sup>th</sup> 80/81  
being present Cap<sup>t</sup> Jo. Corwin Cap<sup>t</sup> W<sup>m</sup> Browne M<sup>r</sup> Sam<sup>l</sup>  
Gardner sen<sup>r</sup> & Jo Hathorne

Chosen for Surveyors of the fences ffor the Southfeild  
L<sup>t</sup> Jo: Pickering Manases Marston & Ben<sup>n</sup> Gerrish

Chosen for Surveyors of the fences

ffor the Southfeild L<sup>t</sup> Jo: Pickering Manases Marston  
& Ben<sup>n</sup> Gerrish

ffor the Northfeild Rob<sup>rt</sup> ffuller & W<sup>m</sup> Trask

ffor the towne ffrom the Bridge to the lower end of  
the Towne to ye point of rocks, Jo Williams Cooper &  
Jo: Cooke

ffor the glass house & without y<sup>e</sup> bridge Sam<sup>l</sup> Eburne  
Jun<sup>r</sup> & Goodm<sup>n</sup> Tyley

It is Ordered that all fences bee made up forthwith &  
none unfinished by the 28<sup>th</sup> day of this Ins<sup>t</sup> m<sup>o</sup>

Chosen for ||survayers &|| Oerseere of y<sup>e</sup> Highwayes  
from the bridge to y<sup>e</sup> lower end of the towne to the point  
of rocks L<sup>t</sup> Jo Pickering & m<sup>r</sup> Edw. Grove

Above or without y<sup>e</sup> bridge Jo: Trask & Isaac Cooke

Chosen for the fineshing the Cutt at Taplys M<sup>r</sup> Ph  
Cromwell

[26] Rec<sup>d</sup> of M<sup>r</sup> fran<sup>cs</sup> Skery 5<sup>s</sup> in money for the  
first payment for the rent of potters Lane According to  
an agreement made May 11: 80

Whearas by Long Experienc Itt is found very unsut-  
able & inconvenyent for swine to goe att libertye in the  
towne & exceedingly hazerdous for the lives & limbes  
of young children to have them goe up & downe in the  
streets & lanes therof



We doe therefore order that there shall not any swine bee suffered to goe in any streetes or lanes of the towne from the bridge to the poynt of rocks, and iff any swine shall bee found contrary to this order within the limetts as abovesayd after the fiveteenth day of Aprill next ensu<sup>ing</sup> the date heareof, itt shall then bee in the liberty of any person or persons to take them up or kill them whearesoever thay finde them Contrary to this order and shall have one halfe part of any Swine soe taken or killed by them (for there paines) and the other halfe to the poore of the towne

Likewise wee doe heareby further order that all swine shall be sufficiently ringed & yoaked, that goe upon the commons of the towne whether within the bridge or in the more remote parts, att or before the tenth day of Aprill next ensuing the date heareof upon the penaltye of ||five shillings for|| every swine soe found contrary to this order to bee allowed to any one that shall take them up and for the full & Effectuall prosecuting the above s<sup>d</sup> order Wee doe apoynt & Impowre fran<sup>cs</sup> Collins Jeremiah Rogers Jo. Wilkinson Thomas Vealey Joseph Gray ||& John Sympson|| and doe heareby in his maj<sup>sty</sup> name require the above named persons them and every one of them to see this order fulley prosecuted

Att a meeting of the select men 29: 1: 81 being present Cap<sup>t</sup> Jo. Corwin Cap<sup>t</sup> Wm Browne M<sup>r</sup> Sam<sup>l</sup> Gardner & Jo Hathorne

The Select men doe approve of Jo Bullock to continue the keeping of an Ordinary in the Towne, for this yeare as formerly

M<sup>r</sup> Daniell King Crd  $\text{¶}$  expences at his house for the Select men Anno 1679 & 1680 40<sup>s</sup> for which hee had a bill to Const<sup>t</sup> Jos Hardy as the Country rates run being halfe money

[27] March 31<sup>th</sup> 1681

Rec<sup>d</sup> of M<sup>r</sup> Ezekiell Nedham 14 p<sup>r</sup> of mens plaine shoues upon the Acc<sup>o</sup> of a bill given the towne of Salem of seaven pound three shillings & is towards the first payment: or in full off the first payment if the towne will soe accep<sup>t</sup> of itt Considering y<sup>e</sup> greatest part ware mens

12<sup>s</sup> which shoues ware all delivoured to Cap<sup>t</sup> W<sup>m</sup> Browne who is Dr to the towne for them

Att a meeting of the select men the 1 Aprill 1681 being present M<sup>r</sup> Edm<sup>d</sup> Batter Cap<sup>t</sup> W<sup>m</sup> Browne M<sup>r</sup> Sam<sup>l</sup> Gardner sen<sup>r</sup> M<sup>r</sup> Israell Porter & Jo Hathorne

Jo: Lander is chosen Sealer of waytes & measures for this present yeare In presene of Const<sup>t</sup> Jo: Rogers and the sayd Con<sup>s</sup> to give him notice thereof and call him before a majestrate to take his respective Oath

John Rogers Cred p<sup>r</sup> work donne att y<sup>e</sup> meeting house in repayreing y<sup>e</sup> glass windows for y<sup>e</sup> yeare 1680 45<sup>s</sup> for which hee had a bill charged upon Const<sup>t</sup> Jos Hardy to paye him out of the overpluss of the country rate being halfe money

Agreed with Walter Skinner to Keepe the towne heard of cowes for three shillings six pence  $\text{¶}$  head  $||1\frac{1}{3}$  thereof in money the other in provisions or goods|| to bee paid by the Owners of the s<sup>d</sup> cowes: to begin the 18th of Aprill & to continue untill the 24 October and to drive them out, & Keepe them 2 days in a weeke towards the butts brook & dogg pond & soe to the extents of our bounds. Likewise to enquire after & provide and afterwards to returne againe the bulls to the right owner or owners of them the towne payeing the Hire for the sayd bulls

Att a meeting of the Towne Aprill 11<sup>th</sup> 1681 M<sup>r</sup>: Edm<sup>o</sup>: Batter chosen moderator

Voated that Thomas Maul refuseing to searve as a constable hee being chosen unto y<sup>t</sup> office, shall bee fined

Voated that Thomas maule shall bee fined tenn pounds for refuseing to searve as a Const<sup>t</sup>

Joseph Horne is chosen Constable for this yeare

Voated y<sup>t</sup> itt is left to the select men to take care that m<sup>r</sup> Jo Higginson his maintenance shall bee payd him this yeare the best way they can

[28] Salem Novem<sup>br</sup> 2<sup>th</sup> being Tuesday 1680: Jo. Hathorne Const<sup>t</sup> for the yeare 1677 Levied by way of distresst upon soe much of the Land of Cap<sup>t</sup> Nicholas Manings as to Discharge or paye 47<sup>s</sup> 10<sup>d</sup> due to y<sup>e</sup> towne for y<sup>e</sup> Country ||& other|| rates which rates ware com-



mitted unto s<sup>d</sup> Hathorne Const<sup>t</sup> for the Collect<sup>n</sup> thereof

The Land Levied upon was next adjoyneing to the orchard of Maj<sup>r</sup> W<sup>m</sup> Hathorne 2 pole ||broad|| in y<sup>e</sup> front lying against the Common or highway and in depth 20 pole or soe much as shall in due tyme bee vallued for the aboves<sup>d</sup> money

Salem Decem<sup>br</sup> 6 being Monday Const<sup>t</sup> Jo Hathorne againe renewed by way of distress upon the afores<sup>d</sup> Land of Cap<sup>t</sup> Nicho<sup>l</sup> maninge being 2 pole in y<sup>e</sup> square of the front and twenty pole deep that breedth: which is one quarter of an acre or forty pole att 50<sup>s</sup> fourty seaven sh & 10<sup>d</sup> being due upon y<sup>e</sup> rates and 2<sup>s</sup> 2<sup>d</sup> due for charges thereupon—the land was vallued by L<sup>t</sup> Jo Pickering & Tho flints who ware Chosen by the sayd Constable Hathorne for that end

Jo: Lander is chosen clark of the market chosen for sealers of leather for this yeare George Dean & Isaac Williams

Voated that those men last chosen for a Committee concerning the finding out of land are againe chosen and Desired to attend the same.

Voated that itt is left to y<sup>e</sup> select men to repayre y<sup>e</sup> meeting house

Voated y<sup>t</sup> m<sup>r</sup> Edw Norrice shall have fiveteens pounds allowed him this yeare from y<sup>e</sup> towne

Voated that five pound shall bee given to Thomas Greene for this yeare in Consideration of the great troble & greivous affliction upon him concerning Lamberts child

Voated that itt is left to the select men to vew a sm p<sup>r</sup>cell of land Hum: Case petitioned for & lay itt out for him to build a shop upon, which hee shall enjoy dureing y<sup>e</sup> townes pleasure & not have liberty to sell or any wayes to dispose of for any other end or use

[29] Att a meeting of the Select men Aprill: 14<sup>th</sup> 1681 all present

Agreed that fran<sup>cs</sup> Nurce shall have three pounds allowed him by the towne for his searvice when hee was upon the Committee for Land 1677 in ordinary paye provided hee accepts thereof as full Sattisfaction

*(To be continued.)*



THE  
ESSEX INSTITUTE  
HISTORICAL COLLECTIONS

VOL. LXII — JULY, 1926

ISSUED QUARTERLY



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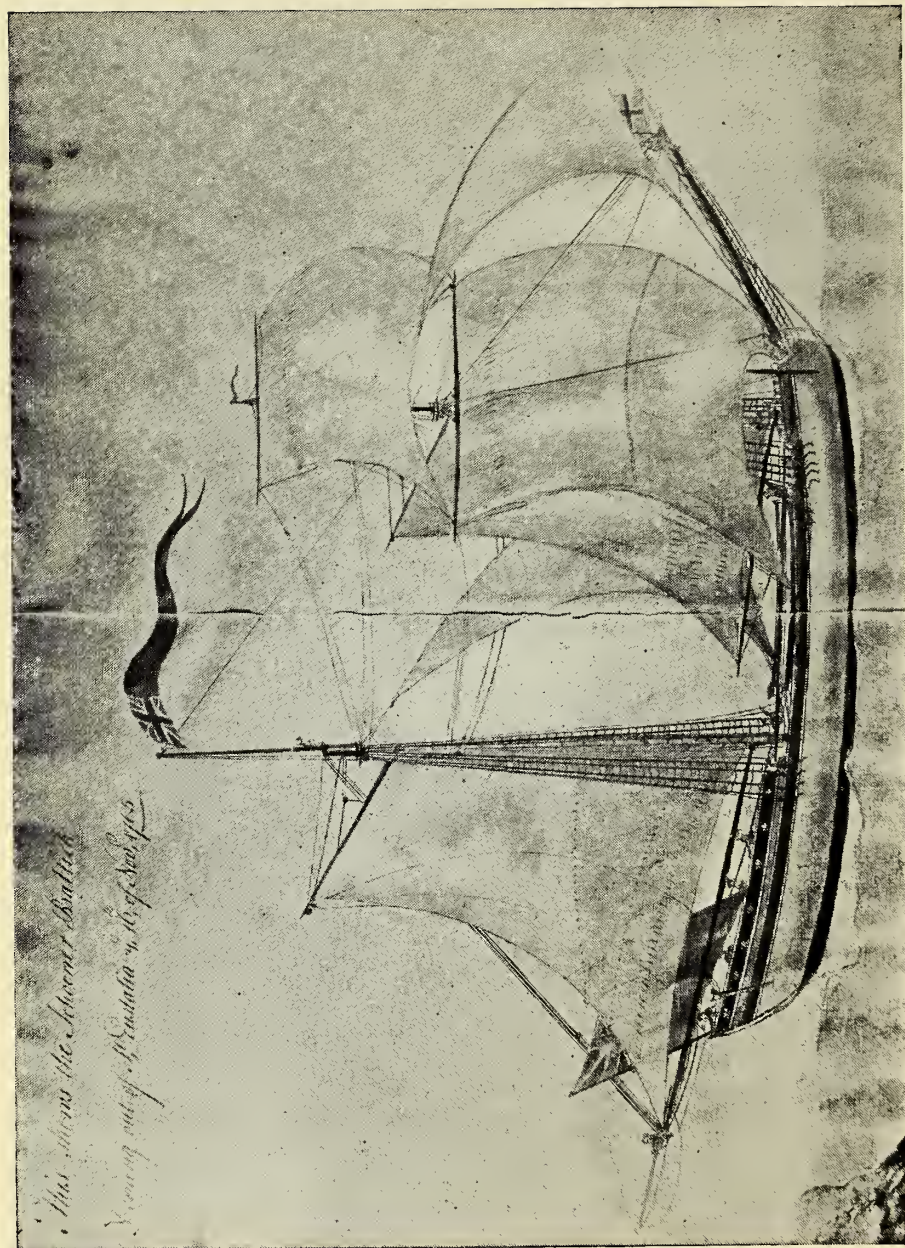
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SCHOONER "BALTICK" OF SALEM, 1765  
Owned and commanded by Capt. Edward Allen

The earliest picture of a Salem vessel. From a water color in possession of the Peabody Museum, Salem.

HISTORICAL COLLECTIONS  
OF THE  
ESSEX INSTITUTE

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VOL. LXII

JULY, 1926

No. 3

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EARLY COASTWISE AND FOREIGN SHIPPING  
OF SALEM.

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A RECORD OF THE ENTRANCES AND CLEARANCES OF THE  
PORT OF SALEM, 1750-1769.

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The following list of entrances and clearances of the Port of Salem has been prepared from a chronological record in possession of the Essex Institute. It includes not only Salem vessels, but those of Marblehead, Ipswich, Gloucester, Newburyport, Beverly, and doubtless many others which may be identified by names of masters. It will be of especial interest to those whose maritime forbears sailed from these ports. The material is arranged alphabetically by name of vessel, followed by type of vessel, tonnage, name of master, and port of destination or port from which the vessel entered, with dates. Many whose names appear as masters during this period, became later eminent merchants and owners of vessels which brought the riches of the Far East to the shores of Massachusetts.

ABIGAIL, sch., 50 tons, ROBERT HUSSEY, from Turk's Island, June 17, 1751.

ABIGAIL, bgtne., 72 tons, CHRISTOPHER MONK, from St. Martin's, July 5, 1751.

ABIGAIL, sch., 30 tons, WILLIAM TUCKER, to West Indies, Oct. 10, 1752.

ABIGAIL, sch., 40 tons, SOLOMON DAVIS, to West Indies, July 12, 1753.

ABIGAIL, sch., 60 tons, THOMAS HARDING, from St. Martin's, Dec. 2, 1754.

ABIGAIL, sloop, 30 tons, JOHN PHILLIPS, from Turk's Island, Oct. 2, 1755.



ABIGAIL, sch., 63 tons, JAMES CALLEY, to Lisbon, Jan. 24, 1756.

ABIGAIL, sloop, JAMES SAVAGE, to Philadelphia, Apr. 20, 1756.

ABIGAIL, sch., 54 tons, JAMES CALLEY, from Lisbon, May 21, 1756; to Barbadoes, Aug. 4, 1756; from Barbadoes, Oct. 28, 1756.

ABIGAIL, sch., 50 tons, NEAL CONWAY, to Lisbon, Feb. 4, 1757; from Lisbon, May 18, 1757; to Philadelphia, June 22, 1757.

ABIGAIL, sch., 40 tons, WM. INGERSOLL, to St. Kitts, June 12, 1757, from Anquilla, Oct. 17, 1757.

ABIGAIL, sloop, 40 tons, Nathaniel Phillips, from St. Thomas, July 2, 1757.

ABIGAIL, sch., 45 tons, NEAL CONWAY, from New York, July 25, 1757; to Leeward Islands, Aug. 22, 1757; from St. Martin's, Dec. 12, 1757; to West Indies, Mar. 25, 1758; from St. Martin's, Aug. 15, 1758; to Lisbon, Oct. 6, 1758; from Lisbon, Jan. 15, 1759; to Lisbon, Mar. 13, 1759; from Lisbon, June 11, 1759; to West Indies, Aug. 28, 1759.

ABIGAIL, sloop, 35 tons, PETER GROVES, to Philadelphia, June 3, 1757; from and to Philadelphia, July 30, 1757; from and to Philadelphia, Oct. 15, 1757; from Philadelphia, Dec. 27, 1757; to Philadelphia, Mar. 4, 1758; from and to Philadelphia, June 28, 1758; from and to Philadelphia, Aug. 21, 1758; from and to Philadelphia, Oct. 18, 1758; from and to Philadelphia, Mar. 6, 1759; from Philadelphia, May 14, 1759; to Philadelphia, May 31, 1759; from Philadelphia, July 26, 1759; to West Indies, Oct. 1, 1759.

ABIGAIL, sch., 40 tons, JONATHAN MASON, to West Indies, May 30, 1758.

ABIGAIL, sch., 32 tons, JACOB ALLEN, to West Indies, Feb. 26, 1759; from St. Croix and to Cadiz, Aug. 13, 1759.

ABIGAIL, sch., 30 tons, GEORGE CARPENTER, from Maryland, Mar. 10, 1759.

ABIGAIL, sloop, 56 tons, RALPH LINDSEY, from Rhode Island, July 23, 1759; from Rhode Island, Oct. 9, 1759; GEORGE ASHBY, to North Carolina, Dec. 19, 1759; from North Carolina, Apr. 28, 1760; RALPH LINDSEY, from Rhode Island and to Boston, July 12, 1760; from Rhode Island and to Portsmouth, Sept. 29, 1760; NICHOLAS THORNDIKE, to South Carolina, Dec. 8, 1760; from South Carolina, Mar. 6, 1761; to South Carolina, Mar. 20, 1761; from South Carolina, June 4, 1761; RALPH LINDSEY, from Rhode Island and to Piscataqua, July 31, 1761; from Rhode Island, Oct. 9, 1761; JAMES WILLIAMS, to Maryland, Nov. 26, 1761; from Maryland, Apr. 13, 1762; RALPH LINDSEY, from Newport, July 6, 1762.

ABIGAIL, sloop, 50 tons, PETER GROVES, from and to Philadelphia, June 15, 1761; from and to Philadelphia, Aug. 26, 1761; from Philadelphia, Feb. 25, 1762; to Philadelphia, Mar. 29, 1762; from Philadelphia, May 24, 1762; from and to Philadelphia, Aug. 12, 1762; from and to Philadelphia, Oct. 18, 1762; from Philadelphia, Dec. 6, 1762; to Philadelphia, Mar. 24, 1763; from and to Philadelphia, May 17, 1763; from Philadelphia and to Newfoundland, July 28, 1763; from Newfoundland, Oct. 17, 1763; to Philadelphia, Nov. 1, 1763; from Philadelphia, Feb. 4, 1764; to Philadelphia, June 4, 1764; from Philadelphia, July 19, 1764.

ABIGAIL, sloop, 62 tons, JOHN SMITH, to West Indies, June 16, 1761; to West Indies, Feb. 6, 1762; from Guadeloupe, Aug. 23, 1762; to West Indies, Dec. 13, 1762; to St. Christopher's, June 22, 1763; from St. Martin's, Sept. 19, 1763.

ABIGAIL, sch., 36 tons, JOSEPH BABSON, to Virginia, Dec. 15, 1762.

ABIGAIL, sloop, 66 tons, NICHOLAS THORNDIKE, to South Carolina, Dec. 22, 1762; from South Carolina, Mar. 27, 1763.

ABIGAIL, sch., 40 tons, JOSEPH BABSON, from Virginia, Apr. 22, 1763.

ABIGAIL, sloop, 14 tons, ISAAC LAWRENCE, from New Jersey, June 6, 1763.



ABIGAIL, sloop, 50 tons, RALPH LINDSEY, from Rhode Island, July 5, 1763.

ABIGAIL, sloop, 72 tons, CORNELIUS FELLOWS, from Cadiz, Nov. 22, 1763.

ABIGAIL, sloop, 60 tons, MICHAEL WHITERONG, to Georgia, Nov. 30, 1763; from Georgia, Mar. 14, 1764; EDMUND NEEDHAM, to Philadelphia, Mar. 23, 1764; from Philadelphia, May 5, 1764; GEORGE BATCHLEDER, to Barbadoes, May 16, 1764; from Barbadoes, Aug. 1, 1764; EDMUND NEEDHAM, to Philadelphia, Oct. 18, 1764; from Philadelphia, Dec. 8, 1764; JOHN BARTLETT, to Georgia, Jan. 10, 1765; from Georgia, Apr. 19, 1765.

ABIGAIL, sloop, 60 tons, JOHN REED, to Newfoundland, Aug. 15, 1764; from Newfoundland, Nov. 9, 1764.

ABIGAIL, sch., 60 tons, JOSEPH HIBBERT, to West Indies, Nov. 17, 1764; from St. Eustatia, Mar. 19, 1765.

ABIGAIL, sloop, 50 tons, FREEBORN GROVES, to Philadelphia, Mar. 5, 1765; from Philadelphia, Apr. 20, 1765; SAMUEL CHEEVER, to Philadelphia, May 21, 1765; from Philadelphia, July 1, 1765; ZACHARIAH GAGE, to Philadelphia, Oct. 14, 1765; from Philadelphia, Nov. 30, 1765; SAMUEL CHEEVER, to Philadelphia, Apr. 10, 1766; from Philadelphia, May 30, 1766; to Philadelphia, June 28, 1766; from Philadelphia, Aug. 16, 1766; to Philadelphia, Sept. 18, 1766; from Philadelphia, Nov. 28, 1766.

ABIGAIL, sloop, 60 tons, MICHAEL DRIVER, to the West Indies, May 12, 1766; from Jamaica, Sept. 11, 1766; HENRY EDGAR, JR., to West Indies, Feb. 26, 1767; from St. Eustatia, July 24, 1767.

ABIGAIL, sloop, 72 tons, HENRY EDGAR, to West Indies, Jan. 22, 1768.

ACHILLES, ship, 160 tons, JOHN KNIGHT, to West Indies, May 17, 1758.

ACTIVE, sch., 48 tons, PAUL HUGHES, to Virginia, Dec. 5, 1763; from Virginia, Mar. 28, 1764; to Virginia, Dec. 7, 1764; from Virginia, Mar. 9, 1765; to Virginia, Dec. 24, 1766.

ACTIVE, sch., 80 tons, PELETIAH SMITH, to West Indies, June 27, 1766; from Angilla, Oct. 22, 1766.

ACTIVE, sch., 90 tons, JAMES PERKINS, to Newfoundland, July 23, 1767.

ADVENTURE, sloop, 60 tons, GEORGE WILSON, from Antigua, Nov. 5, 1751.

ADVENTURE, sloop, 60 tons, THOMAS TUFTON, from St. Martin's, Nov. 15, 1751.

ADVENTURE, sch., 60 tons, JAMES DENNEN, to Maryland, Dec. 12, 1751; from Maryland, Apr. 6, 1752.

ADVENTURE, sloop, 80 tons, JOHN CURTIS, from Newfoundland, June 16, 1753.

ADVENTURE, JAMES SAVAGE, to North Carolina, Dec. 24, 1753.

ADVENTURE, sch., NEHEMIAH SOMES, to Maryland, Dec. 5, 1755; from Maryland, Mar. 3, 1756.

ADVENTURE, sch., 42 tons, ELEAZER GROVER, to Maryland, May 11, 1757; JOSEPH BABSON, from Virginia, Aug. 2, 1757; to West Indies, Sept. 7, 1757; from St. Martin's, Jan. 3, 1758.

ADVENTURE, sch., 50 tons, JACOB ALLEN, to Philadelphia, May 27, 1758; from Philadelphia, July 15, 1758; to West Indies, Sept. 2, 1758.

ADVENTURE, sloop, 52 tons, BENJAMIN CHADWELL, from Louisburg, Sept. 13, 1758.

ADVENTURE, bgtne., 72 tons, JOHN OSBORNE, from St. Martin's, Oct. 10, 1758.

ADVENTURE, sloop, 50 tons, BENJAMIN CHADWELL, from Philadelphia, Dec. 18, 1758.

ADVENTURE, sloop, 68 tons, JOHN HATHORNE, to West Indies, May 9, 1760.

ADVENTURE, bgtne., 84 tons, JOSEPH NORTHEY, from St. Kitts, June 25, 1764; to St. Kitts, Sept. 19, 1764.

AFRICA, snow, 90 tons, WILLIAM CARPENTER, to West Indies, Feb. 2, 1754.

AFRICA, snow, 96 tons, JOHN KENT, from Liverpool and to Jamaica, Nov. 13, 1754; from Jamaica, Sept. 10, 1755; to West Indies, Dec. 16, 1755.

AFRICA, bgtne., 100 tons, SAMUEL JAMES, to Africa and Jamaica, Oct. 30, 1764; from Barbadoes, Apr. 16, 1766; WILLIAM COLES, to Bilbao, July 10, 1766; 120 tons,



from Cadiz, Feb. 21, 1767; to Bilbao, June 1, 1767; from Cadiz, Oct. 26, 1767; to Spain, Dec. 18, 1767.

AGAWAM, sch., 40 tons, THOMAS STANIFORD, to Halifax, Nov. 5, 1751; from and to Halifax, Jan. 13, 1752; to Newfoundland, Aug. 1, 1752; STEPHEN HODGKINS, from Maryland, Apr. 3, 1753.

ALBION, bgtne., 50 tons, THOMAS LEE, to Martinico, Dec. 11, 1762; from Martinico, June 11, 1763; 60 tons, to Barbadoes, Mar. 9, 1764; 62 tons, from Monte Christo, Aug. 5, 1764; 65 tons, SAMUEL CARLETON, to St. Christopher's, Feb. 16, 1765; from Anguilla, June 21, 1765; to North Carolina, Oct. 29, 1765; from North Carolina, July 14, 1766; JOHN WHITE, 3d, to Barbadoes, Mar. 2, 1767; from St. Martin's, Aug. 14, 1767; to Dominico, Jan. 22, 1768.

ALEXANDER, sch., 60 tons, JOHN COLLINS, to Lisbon, Jan. 1, 1762; from Lisbon, May 22, 1762; JOSEPH ALLEN ELLERY, to Bilbao, Mar. 29, 1763; from Lisbon, Oct. 3, 1763; to Bilbao, Jan. 17, 1764; from Bilbao, May 28, 1764; to Bilbao, Dec. 18, 1764; from Cadiz, May 10, 1765; to Bilbao, Oct. 31, 1765; from Cadiz, June 23, 1766; 70 tons, Apr. 18, 1767; from Alicant, Oct. 12, 1767; to Bilbao, Jan. 5, 1768.

ALICIA, sch., 30 tons, REUBEN JOYNE, to Virginia, Sept. 5, 1765; from Virginia, Aug. 26, 1765.

ALICE, sch., 70 tons, ISRAEL OBER, to West Indies, Aug. 20, 1765.

AMAZON, sch., 36 tons, MUNGO CREIGHTON, from Guadaloupe, Sept. 4, 1759.

AMERICA, sch., 96 tons, CHARLES HODGE, to Newfoundland, Apr. 17, 1752.

AMERICA, bgtne., 102 tons, GEORGE DODGE, to Barbadoes, Dec. 28, 1757.

AMERICA, snow, 80 tons, JOSEPH BILL, to Virginia, Feb. 15, 1758.

AMERICA, snow, 140 tons, SAMUEL WILLIAMS, to West Indies, July 9, 1760; from Guadaloupe, July 6, 1761.

AMHERST, sch., 60 tons, JOSEPH SAYWARD, to Guadaloupe, Sept. 27, 1760.

AMHERST, sch., 55 tons, THOMAS BOWDITCH, from St. Martin's, Apr. 2, 1763.

AMHERST, bgtne., 115 tons, THOMAS DIXEY, to Bilbao, Aug. 14, 1765; to Europe, June 10, 1766; to Lisbon, Mar. 2, 1767; from Lisbon, July 1, 1767; to Bilboa, Aug. 30, 1767.

AMHERST FRIGATE, ship, 280 tons, WILLIAM WATT, to West Indies, Nov. 1, 1758.

ANDRAGO, sloop, 56 tons, JOHN LOVETT, JR., from Bermuda, Aug. 23, 1758; to Virginia, Dec. 20, 1758; from Virginia, Mar. 15, 1759.

ANN, snow, 120 tons, JAMES HUDSON, to Liverpool, Apr. 3, 1752.

ANN (or ANNA), sch., 40 tons, ANDREW FORD, from Newfoundland, July 20, 1753; to Halifax, Aug. 20, 1753; from Halifax, Sept. 28, 1753; NATHANIEL NEWMAN, to Newfoundland, Apr. 5, 1754.

ANN, ship, 90 tons, ARTHUR DUNN, to West Indies, Jan. 31, 1754.

ANN, sloop, 30 tons, ISRAEL SOMARSALL, from New York, Sept. 22, 1759; to St. Kitts, Oct. 20, 1759.

ANN, sch., 46 tons, ROBERT SEWARD, to St. Kitts, Oct. 26, 1759; 52 tons, from St. Kitts, Jan. 5, 1760; to St. Kitts, Jan. 25, 1760; to St. Kitts, May 1, 1760; EDWARD MORSS, from St. Kitts, Nov. 4, 1760; WILLIAM MUGFORD, to West Indies, Dec. 23, 1761; from Guadaloupe, May 1, 1762.

ANN, sch., 42 tons, JAMES COOK, to Maryland, Dec. 3, 1759; from Maryland, Mar. 14, 1760; NATHANIEL ARCHER, to Virginia, Dec. 6, 1760; from Maryland, Mar. 23, 1761.

ANNA, sch., 40 tons, GEORGE ASHBY, to North Carolina, Dec. 3, 1755; to North Carolina, Nov. 27, 1756; from North Carolina, Mar. 19, 1757.

ANNA, sch., 40 tons, WILLIAM BARTLETT, to Philadelphia, Oct. 17, 1757; from Philadelphia, Dec. 7, 1757; from Philadelphia, Nov. 17, 1758; from Philadelphia, June 22, 1758; to West Indies, Apr. 27, 1759.



ANNA, sloop, 38 tons, GEORGE ASHBY, to North Carolina, Dec. 2, 1762.

ANNA, sch., 48 tons, DAVID MASURY, to West Indies, Jan. 16, 1764.

ANNA, sch., 45 tons, SAMUEL MASURY, from Turk's Island, June 2, 1767; to Turk's Island, June 19, 1767; from Turk's Island, July 27, 1767; to Cadiz, Aug. 29, 1767.

ANNE, bgtne., 80 tons, THOMAS POTBERRY, to Newfoundland, Oct. 7, 1754.

ANNE, sch., 60 tons, BENJAMIN PEETERS, to South Carolina, Dec. 16, 1762; from South Carolina, Apr. 15, 1763.

ANNE, sch., 48 tons, DAVID MASURY, from St. Martin's, Apr. 9, 1764.

ANNE, sch., 60 tons, SAMUEL MASURY, to Virginia, Oct. 29, 1765.

ANNE, sch., 45 tons, SAMUEL MASURY, from Virginia, Apr. 2, 1766; to West Indies, Oct. 16, 1766; from Turk's Island, Feb. 10, 1767; to West Indies, Apr. 11, 1767.

ANSON, snow, 120 tons, JAMES BUTLER, to West Indies, Feb. 26, 1756.

ANSTIS, sch., 36 tons, JOHN CROWNINSHIELD, JR., to Barbadoes, Jan. 4, 1751; from Barbadoes, Apr. 23, 1751; JOHN JONES, to Barbadoes, Feb. 17, 1753; from Barbadoes, May 1, 1753; JOHN HILTON, to Barbadoes, Dec. 21, 1753; from Barbadoes, Mar. 18, 1754; to Virginia or Maryland, Dec. 14, 1754; JONAS ADAMS, to West Indies, Dec. 22, 1756; 32 tons, BENJAMIN CROWNINSHIELD, from St. Martin's, Mar. 29, 1757; JOHN HATHORNE, to St. Kitts, July 4, 1757; from Nevis and St. Eustatia, Sept. 28, 1757; JACOB CROWNINSHIELD, to West Indies, Oct. 9, 1758.

ANTELOPE, sch., 68 tons, NICHOLAS TRACEY, from St. Martin's, Sept. 18, 1755; from Anquilla, Feb. 17, 1756; 70 tons, to West Indies, Mar. 3, 1756; to West Indies, May 26, 1756; from St. Martin's, Sept. 28, 1756; 72 tons, to Jamaica, Oct. 29, 1756; from St. Martin's, Apr. 20, 1757.

*(To be continued)*

## DOCUMENTS RELATING TO MARBLEHEAD.

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ABSTRACTS FROM THE ORIGINAL IN THE MASSACHUSETTS  
ARCHIVES.

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BY JOHN H. EDMONDS.

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(Continued from Volume LXII, page 120.)

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“Captain Edward Winslow Junior declareth that on the 7th of July instant he spoke with a Sloop from Piscataqua bound for Canso, James Stevens Master, who said that about an hour before he had spoke with a Shallop belonging to Marblehead, the Master of which acquainted him That two Shallops and a Scooner were on Tuesday last taken by a Scooner manned with Indians and French (as they judged) off of Monhegan, and carried into the Harbour on the North Side of Monhegan, which is the Place of their Rendezvous. He thinks there were about Twenty five Indians and white Men on board the said Scooner.” July 9, 1725.

—Vol. 63, p. 421.

“Marblehead, July 11th 1725

“Honoured Sir

“Herwith comes Several persons who have been Examoned By me relating to the Indians Assaulting and Taking Our Fishing Vessells. I thot it most Intelegable and most to your Honours Satisfaction to have the Examonation of the persons vive voce So I have Sent them with all possible Dispatch And I pray your Honours would take into Consideration Our Deploreable Surcomstances and afford us Some relief or our Fishery will be in Danger of being wholly Destroyed and Broken up.

“I am with all Due respects Your Honours most Dutifull and Humble Servant,

“Nathaniell Norden.”

—Vol. 52, p. 222.



Petition to Lieut. Gov. and Council, July 30, 1725, by Nath. Norden, executor, allowance by John Appleton irregular as he is a legatee, asking proving before and allowance by Council according to law, and that letters testamentary may be granted to petitioner, the others refusing to act.

In Council, Aug. 19, 1725, read and ordered that John Appleton be served with a copy of petition and desired to attend this Board with Samuel Russell's original will on 2 September at 3 P. M.

Summons, Oct. 25 1725, to witnesses to appear at Council hearing at Boston, Nov. 4, 1725, at 3 P. M.

Deposition of Susannah Davis, of full age, housekeeper to Samuel Russell, that sometime in winter before his death he told her of having three wills, one at Boston, another at Coll. Norden's and another by him; he could write another as "last will always stands," but designed to take up that at Coll. Norden's. Also he told me that he loved his sister Greenleafe as well as a brother could. Mrs. Trevett was never at house while she was there but once and then Russell turned her out of doors. He did not love her being in room with him during last sickness. He trusted his keys to his sister Greenleafe but never to sister Trevett, and when out of Town to deponent but never to sister Trevett.

Deposition of Miriam Sanders, of full age, sworn Nov. 23, 1725, that she was acquainted with Samuel Russell from infancy; always a particular love between him and his sister Rebecca Greenleafe, and of late observed an animosity between him and his sister Trevett, "through her own occasions." He intrusted his keys, shop and management of affairs to Sister Greenleafe but never to Sister Trevett. He said he would take up will at Col. Norden's and always thought he had "till since his death." He gave Mrs. Greenleafe or her daughter Elizabeth the negro Scipio before it was born."

Deposition of Daniel White, of full age, Oct. 14, 1725, apprentice to Samuel Russell, that there was generally a disagreement between him and his sister Mrs. Elizabeth Trevett. These ended many times in his ordering her out

of doors, and even putting her out by force. He would not trust her with his shop, cellar or keys, but on going abroad left keys with his neighbor Susannah Davis, and such disgust continued not long before his death. As soon as Mrs. Greenleafe came to Marblehead she was intrusted with his keys and acted in his affairs as mistress, notwithstanding Susannah Davis was in the house as nurse or housekeeper. During his apprenticeship always he observed his love for his sister Greenleafe and her daughter Elizabeth and heard him say that he had given the Negro Boy Scipio to Elizabeth. Wit: John Aish, Ephraim Sanders. Further he has heard his master tell Susannah Davis the housekeeper to always keep the keys in her pocket and not trust his sister Trevett up stairs.

—*Vol. 17, pp. 386, 393, 394, 398, 399.*

Letter addressed to "Collonel Stephen Minot, Merchant, In Boston":

Marblehead October 1725

Honoured Sir

Our not hearing of any very late damages done by the Indians; and Captain Smiths being still detained by them after the limited time gives me some hopes that we shall in a little time be so happy as to have peace in our boarders, that we may again improve and injoye our Eastern Plantations. And that which I most build my hopes on is that I think the eyes of the Government seem to be more open than they have bin formerly, and are more inclined to taik those measures which may secure the honour and interest of the province and the Indians have justice done them The latter of which without we have a tender regard to we may not Expeckt a lasting peace. I shall now give you my thoughts on some heads; which I think very nessesary to Establish our Interest with them Tribes, And the first thing I shall speake to is the Affaire of the lands they claime, which I believe will be the only difficult point, that the Government will have to Treat with them on, I am very sensible it was the greatest handle the Jesuites made use of where-



by they moved them so maike Warr by telling them it was our intent to taik away all their Countrey not only that we bought of them but what we had not bought, and so maike them and their Children in time miserable.

Its my Opinion if there were some measures taiken to Assure them that some Considerable part of that Country should allwayes remaine to them and their Children to plant and Improve and that no man shall be able to bye it, and if they did it should not be valide while they or any of their children were alive, As it is at Natick, and some other parts of our Province where we have justly made reserves for them if we put It to our selves and Examine by the golden rule of doeing as we would be done by, I think we should chearfully come into it. And as I remember, at the last treaty, they had no Assurance that their planting feilds at Nerigwalk and other planting grounds should be allways injoyed by them many of them often told me that they Expeckted the English would in a little time endeavour to taik them away, as they had done by the Western Indians we should Consider they have a Native right to all the lands they have not sould.

I have often ad—— at the Weakness of many people when they have said if we should Confirme any land to them they would emediatey sell it to the french, and they would settle it, but no man that is acquainted with that part of the Country can think so when there might be many reasons given why they would not, besides there might be Exceptions made against it no frenchman that is a man of any Consideration who is not under our Government would venture to lay out his substance near so great a Province where they allwayes lye lyable to be Destroyed and We have an instance to Confirme this in the settlement the french made at St. John's River where the Indians gave them Liberty to plant and Improve who after they were Destroyed by Captain Southaick never made any more atempts notwithstanding we have had so long a peace with France.

It must be Confest the Indians are barbarous and

Cruell to us in time of Warr and God maikes use of them as a rod in his hand and its to be feared he uses it with more severity on us because we have not dealt justly by them in many things.

I can think of nothing that would sooner maik them easy in this Affaire of their Lands then by letting them know what great caire the Government has taken to Con-firme the lands to the Natick and other Indians in our Province, and that it would not be amiss that some of our Indians that would maik the best Appearance be at the Treaty and there Assure them of the great proffit and advantage that they reap by it whereby they are inabled to raise Corne Sheep and Cattle and that many of them that are industrious live very well.

If the Government should ereckt Traiding houses (which I think very necessary to keep them in our Interest) Its my Oppinion that it would give more satisfacktion not to Confine the traide to them houses only for they are a jealous people and love freedome and if they bought cheaper there then others could afford and they had not liberty to trye they would not so apparently see their Obligation and Dependance on the Publick, as to letting them have rum I think it best it be not wholly restrained from them, for there are many amongst them that maik a Temperate moderate use of it, and never Disguise themselves at all and many of them will not drinke any, beleive it best that matter be left to the prudence of the men that are interested with the stores, and that they be Exceeding Cautious before they are well acquainted with the Indians that they dont let any of them have more than a dram at a time, but I need not say any thing more on this head, the temptation of selling them any for proffit being wholely taiken of from them that have the caire of the stores, if they be men of any principals of Honour and justice and have the good of their Countrey at heart.

And I think few or none will sell them rum only for the Proffit they get on it the Indians giving them so much trouble after they are made drunck which made the most



sober considerate. Indians tell me, that nothing would more suppress that base Custom than by erecting Publick stores, for it was the temptation of getting profit on other goods that caused many people to let them have rum and many of our quarrells with them arose from their drunken revells, I think it would be best also in my Opinion that there Truckmasters should have orders not to trust any Indian—for it might be a temptation to them, as it was in South Carolina in the last Warr they had, after they were a great deal in debt to make Warr and then all is paid, besides its Incouragment to Idleness and I Observed many quarrells with them arose from our demanding what was due from them, And yet there are some of the most Considerate influencing men amongst them, which I have Observed after they have bin hunting a great while have met with little or no success, and thereby their families brought to be very necessities, now if it were left to those that are intrusted with the stores at such times to give them a small matter of Corne or other necessities that they stand in need of the prudent timing of those gifts would greatly ingaige them.

As to bringing them over to our Religion I hope by Gods Blessing in time it might be Expected—And I hope the publick will be so happy in their Choice to have there men whose Conversation will be Exemplary and inofensive for the Indians will be most with them. I Observed the Jessuits allways gained more on them by their blameless watchfull carriage to them than by any other of their artfull methods. Example is before precept with them, their Religion being all superficiall they having but little internall sence of their duty when at their Devotions if the Government would give those that have the care of those houses some rules and methods to use with them, which they in their wisdom think proper to gaine them over to the protestant Faith. I have great reason to think by Gods Blessing in time may have good Effect, but at present they are so biggotted to the Romish faith that it will require great patience and strength of Resolution in these endeavours

There might be many things con—— which at present does not Ocur to my minde which I hope the publick will not be wanting in if they should come into any townes with them—I am sure if we look into Governour Burnet's last speech wherby he is laying downe the great and happy Consiquences of their keeping in good terms with those Tribes of Indians bordering on him. And the french on the other side of us Assidously and Artfully plotting and Contriving to keep them in their interest it highly concerns this Province to taik some methods to get them into Intirest who have suffered so much and which now grows under the burden of this unhappy Warr. Sir if you think my thoughts on these things may be of service desire they may be Communicated.

Your Obedient Sone, John Minot.

—*Vol. 52, p. 294.*

Letter, dated Marblehead, November 15, 1725, from Samuell Stacey:

“May it please your Honour—Being informed of the Arrival of the Heads or Representatives of the several Tribes of the Indians in Order for a Peace, I humbly take Leave to acquaint our Honour That they have one of my Schooners in their Hands, which they took from me some Time the Summer before last.

“The last Time the Indians were at Boston I came up, hoping to have redeemed my Vessel, and accordingly when your Honour met with the Council to have an Interview with them, I preferred a Petition, Praying Liberty to purchase of the Indian who had her in his Keeping who was then at Boston but it was answered that it was not consistent with the Honour of the Government to buy that of the Indians which they had unjustly taken away, especially when they were suing for Peace with us. And that it was hoped that I and every Body else that had anything in their hands which they had taken from us, should have it frankly restored to us, without buying it from them, when they came to a Treaty with us. And therefore I would humbly entreat that



when the Affair comes in Agitation I may not be forgot.

"My Neighbor John Chapman has the like Request, who has a Vessel and Servant with them."

—*Vol. 52, p. 308.*

Petition to General Court, Jan. 3, 1727/8, of William Stacy of Marblehead, Ralph Lynsey of Lynn and Skelton Felton of Salem, guardians of the children of James and Mary Houlton (alias Stacy), late of Salem, deceased: That whereas William Stacy and Mary, widow of James Houlton, and James Rowland, petitioned the General Court, June 18, 1725, to pass and make good deeds of house and land in Marblehead to said Rowland on condition of his granting a good deed of a house and land in Lynn to Benj. Newhall, and the same was allowed, etc.

Contrary to such order Rowland has refused his part in same, but on the contrary, having secured an assignment of his grandmother Sarah Linsey's life tenancy, has secured judgment against Newhall, who in turn has sued the estate of said Houlton for bond of £280 in said transaction and recovered judgment for same and costs, and obtained possession of 23 acres of land in Salem belonging to Houlton's estate and willed by him to his children. For redemption of same, the guardians of his minor children, their mother, Mary Stacy, now being dead, together with Ebenezer Proctor and Mary, his wife, daughter and only child of Houlton's at a disposing age, to sell the said house and land at Marblehead at the highest price.

Ordered, to sell same to highest bidder, giving the public 30 days notice of time and place of sale in Marblehead, and proceeds to be delivered to Benj. Newhall to redeem the said 23 acres for the benefit of said James Houlton's children, any law, usage or custom to the contrary notwithstanding.

—*Vol. 17, p. 487.*

*(To be continued)*







State of the Massachusetts Bay

1777

RECEIVED of Ephraim Briggs  
the Sum of Fifty Seven Pounds  
for the Use and Service of the STATE of Massachusetts-Bay, and  
in Behalf of said STATE, I do hereby promise and oblige myself  
and Successors in the Office of Treasurer, to repay to the said

Ephraim Briggs  
or Bearer, by the first Day of March, A. D. 1781, the aforesaid  
Sum of Fifty Seven Pounds

PORTION OF NOTE ISSUED BY THE STATE OF MASSACHUSETTS BAY, 1777

Showing the scarce seal "Sword in Hand," the engraving of which, with the border, was the work of Paul Revere

## SEALS OF MARITIME NEW ENGLAND.

BY LOUIS F. MIDDLEBROOK.

(Continued from Volume LXII, Page 112.)

“Whereas the circumscription of the seal of this State is improper and inapplicable to our present Constitution, RESOLVED, by this Assembly that the Secretary be and he is empowered and directed to get the same altered from the words as they now stand, to the following inscription, namely: ‘SIGILI. REIP. CONNEC-TICUTENSIS.’” This inscription was, however, cut without abbreviation, though in its shortened form it appears in engravings of that period. At the October Session, in 1784, the new seal was approved and ordered to be lodged with the Secretary, to be used as the seal of this State as the law directs. The size of the seal was two and three-eighths inches in length and one and seven-eighths in breadth. It was engraved on a silver plate soldered to a brass shoe or base. The silver plate was given to Yale College after a new seal was procured, and the brass base was used by the State Librarian as a paper-weight.

Article 4, section 18, of the Constitution adopted in 1818 declares that the seal of the State shall not be altered; but it is singular that neither in that instrument nor in any law or resolution is the seal ascertained or described. In 1840 it was Resolved: That the Secretary of State be instructed to ascertain the proper seal and bearings of this State, and report to the next General Assembly; and also, whether any legislative enactment is required for a proper description of said seal. The Secretary of State, however, appears not to have made any report. At present there are two State seals in use, one for sealing with wax or wafer, which was procured in accordance with a resolution passed October, 1842, which directed that it should be similar to the one then in use. The resolution as originally drawn up, provided that the new seal might be of smaller dimensions and circular instead of oval; but these provisions were struck out in



the House of Representatives, probably upon constitutional grounds, and the seal was made of similar form and size with the preceding one, except that it is a trifle broader; the workmanship also is better; there are three clusters of grapes on each vine, whereas the old one had four on each of the upper and five on the lower one. It is engraved on brass. The hand had been omitted from the seal of 1784. The other seal is used for making an impression upon paper without the use of wax or other tenacious substance, which mode was declared by an Act passed in 1851 to be a sufficient sealing. This seal is supposed to have been procured in 1882 under authority of a resolve passed in 1864.

The first issue of Bills of Credit was made by Connecticut in 1709. The Assembly ordered that they should be stamped with such stamps as the Governor and Council should direct. And the latter body, at a meeting June 14, 1709, directed that they should all be stamped with the arms of the Colony, or such a figure as was drawn in the Council book representing three vines. On the small bills of 1777 the seal represented has but one vine, and a seal having but one vine has been used up to within a few years in the Secretary of State's office, for sealing letters. The vines symbolize the Colony brought over and planted here in the wilderness. It will be found in the 80th Psalm: "Thou hast brought a vine out of Egypt. Thou hast cast out the heathen and planted it." In Latin: "*Vineam de Aegypto transtulisti, Ejicisti gentes et plantasti eam,*"—and the motto expresses the belief that He who brought over the vine continues to take care of it.

QUI TRANSTULIT SUSTINET.

## VERMONT.

It is conceded that Samuel de Champlain entered what is now VERMONT in the summer of 1609, in an expedition against the Indians; also that the French made a military settlement on the Isle la Motte; but the first English settlement was made in Addison County at Chimney Point in 1690, by a party from Albany. The first



## VERMONT AND MAINE



(Upper) Seals of Vermont, 1860 and 1918

Lower) Seal of Maine, 1921



## SEAL OF THE CITY OF BOSTON

By Chapter 1, Section 9, Revised Ordinances of 1890, it is provided that "the seal of the City shall be circular in form, shall bear a view of the city, the motto 'SICUT PATRIBUS, SIT DEUS NOBIS,' and the inscription, 'BOSTONIA CONDITA A. D. 1630. CIVITATIS REGIMINE DONATA A. D. 1822,' as established by the ordinance passed January 2, 1823, as herewith set forth:"—



The "Ordinance to Establish the City Seal," passed on January 2, 1823, provided as follows: "That the design hereto annexed, as sketched by John R. Penniman, giving a view of the City, be the devise of the city seal; that the motto be as follows, to wit: 'SICUT PATRIBUS, SIT DEUS NOBIS;' and that the inscription be as follows, to wit: 'BOSTONIA CONDITA A. D. 1630. CIVITATIS REGIMINE DONATA A. D. 1822.'" The drawing of the seal established in 1890 revives the drawing given on page 221 in the collected Charter and Ordinances of 1827. A design by Mr. Penniman appears also on the treasury checks of the City, and a fac-simile of this sketch is given in the Municipal Registers of 1883 and 1884. A rough copy is printed opposite the title page. The motto of the City seal is taken from I Kings 8:57.

permanent settlement, however, was made in the southern part near Brattleboro in 1724, by way of Massachusetts. The territory occupied by what is now Vermont seems to have been under controversy between Massachusetts, New Hampshire and New York. In January, 1777, the inhabitants adopted a declaration of independence and called themselves New Connecticut, and appointed delegates to the Continental Congress. By the advice of Dr. Thomas Young of Pennsylvania, however, the representatives met in convention at Windsor in July, 1777, adopted a constitution, and named their state VERMONT. It was about this time that the State seal was also adopted. Its origin is quite interesting. Henry Stevens, who was an antiquarian of that state, gives the following account of the origin of the seal:

“I had heard that the Vermont Coat of Arms originated in Arlington, and stopped there to obtain reliable authority for the story, some years since, as I was returning from a visit to Bennington. I had in my pocket the Guard-Roll of Governor Chittenden. An old man was pointed out to me (Mr. Deming) as one of this Company. I joined him, introduced myself and walked down with him to his house. It was summer—a warm day about noon and we sat down in the porch before the door where the vines grew, and it was cool, to have a chat. I asked him if he was one of Chittenden’s Guards. He was proud as a peacock to be asked. I showed him the Roll. There was his name, and he informed me that he was the only man in the Company then living. I asked him where he boarded at the time. ‘At the Governor’s,’ he replied. ‘I was a young man and so boarded with him. We had plenty to eat and drink—a good place it was.’ Said I, ‘Do you remember anything of the drinking cups?’ ‘Yes—they were of horn.’ ‘Had any of them any mark or marks on them?’ ‘Yes, the seal of our State was first engraved on one of them. I have drank out of it many a time. An English lieutenant who used to secretly bring letters to the Governor, was there one time “sparking” the Governor’s hired girl. He stopped several days, and taking a view from the west



window of the Governor's residence, of a wheat field some two acres in the distance, beyond which was a knoll with one solitary pine upon its top, he engraved it upon that cup. The field was fenced off from a level space intervening between the house. Within this space he put "the cow," with her head reached over the fence for the grain. The Governor's drinking cups were made from the horn of an ox and bottomed with wood. First was cut off a cup from the lower end of the horn that measured a pint, next a gill cup, then a third cup which was a "glass." The engraved cup attracted the notice of Ira Allen, who adopted its device for our State Seal. Only, when he took hold of it, he brought the cow over the fence into the midst of the grain—bundles on either side, so when she had eaten one stack, the other was ready.' The above, then, is the origin of the Vermont seal shown herein." (Vt. Hist. Gaz., Vol. 1, p. 135, 1867.)

## MAINE.

MAINE attracted explorers as early as the 16th century, but it does not appear that any of them ventured a settlement of its ragged rocky coast nor its interior wilderness, permanently at least, until the English explored its coast and mapped it under the supervision of Captain John Smith in 1614. No settlements were really made, however, until about 1625. The Plymouth Company received a grant in the reign of James I, and a temporary colony established themselves under George Popham, at about the mouth of the Kennebec in 1607, but they did not remain, owing to the severity of the climate and the death of Popham, and the settlement was abandoned. The French tried to establish themselves on some of the eastern islands for a time, or until some of the English returned, when Gorges and Mason took possession under a grant received from the Council of New England, when permanent settlements were made at York, Biddeford and Falmouth (now Portland). There were factional troubles, which, together with the government in England, made it an easy matter for Massachusetts to enforce its

claim to the territory, and its territory was extended eastward as far as the Penobscot, which was maintained until about 1677, when, by a new Massachusetts charter, Maine was made a part of Massachusetts, under whose domination the territory was well governed after settling one or two wars with the French in 1690 and 1745; but it was not until 1820 that Maine became separated as an independent State, which was a part of the Missouri Compromise.

The following Resolve for the Seal and Arms of the State of Maine was adopted June 9, 1820, by the first Maine Legislature: "A shield argent charged with a Pine Tree; a moose deer at the foot of it, recumbent. Supporters: on the dexter side an Husbandman resting on a scythe; on sinister side a seaman resting on an anchor. In the foreground, representing sea and land, and under the shield the name of the State in large Roman capitals to wit:—MAINE. The whole surmounted by a Crest, the North Star. The motto in small Roman capitals in a label interposed between the shield and the crest, viz: DIRIGO, meaning I direct or guide. As the polar star has been considered the mariner's guide and director in conducting the ship over the pathless ocean to the desired haven, and is the center of magnetic attraction, it has been figuratively used to denote the point to which all affections turn, and as it is here intended to represent the State, it may be considered the citizen's guide and the object to which the patriot's best exertions should be directed."



## SEA-PORTS.

Before the several communities became incorporated as townships or cities and were simply known as ports, or ports of entry and clearance, it was necessary for them to adopt and use seals or stamps that would suffice for proper identification and lend an official aspect to documents that were needed as locative evidence on demand. Otherwise a mere descriptive writing, without being sealed, would bear no official weight and might be forged at will. It is, therefore, interesting to encounter such evidences, even though they had not been retained and fostered as representing the official signet or coat-of-arms of a place that had since become an incorporated community. Such evidences are quite well shown by the several seals herein illustrated. It is a relatively easy matter to obtain specimens of the seals now in use by the several cities, towns, and ports of New England, and to be advised by officials in charge of affairs that they are the only seals known of and that there are no records now in existence of any seals used before the place was incorporated; but it is quite a difficult task to make them believe that there *were* predecessors of such seals in use necessarily for the above outlined purposes; and moreover it is quite difficult to discover those various predecessors—especially the seals or stamps themselves, which, in the majority of cases, were long ago consigned to oblivion. Diligent and persistent search for the documents upon which their impressions were made, however, has been occasionally rewarded, and the main purpose of this work is to prove that they did exist, and to record some of those old signets that have passed and gone, as well as some that remain. All of them doubtless received careful thought and combined official consideration and action at the time of their adoption; but it probably would be an almost everlasting chore to even attempt a collection of the various local resolves giving the reasons along with the descriptions. Suffice it therefore to display what has been observed, in an effort to gather together a few of these local seals, stamps or arms of our seaboard communities, and to elim-

inate perhaps those more recent and awkward luminous attempts that picture small circles containing about everything indicative of industry, transportation and trade imaginable,—the factory's chimney smoke mingling with the rays of an enormous sun, spreading over a mountain at dawn and trying at that ungodly hour to illuminate a plough, a yoke of oxen, a span of prancing horses hitched to a lumber-box wagon, driven by a man sporting a stove-pipe hat and a Westfield whip,—a puffing locomotive with a big megaphone smoke-stack, just approaching a freight house, two sailing vessels, a steamboat, a dock, and cat-boat tied thereto, and upon the dock reposes a barrel, a box, a mushroom anchor, and a rooster standing on one foot and three hens picking up refuse. These "poetic" seals of the 1850-plus period excluded nothing, and may be, recognized the realities of the life and being of a given locality to the fullest extent,—but the history of such elementary imagination and actuality has been sufficiently taught and overdeveloped in that direction without the official illustrated recall. Simplicity and symbolic art were certainly in many cases artistically combined in some of these old seals, and they should have been continued.

Boston—originally called "Shawmut" by the Indians, was first settled by William Blackstone, followed in 1630 by Governor John Winthrop and members of the Massachusetts Bay Company, under charter granted by Charles I. Blackstone sold his land and removed to Rhode Island. Boston is the leading seaport of New England. Concerning it, an Englishman by the name of Daniel Neal wrote in the year 1719: "The Bay of Boston is spacious enough to contain in a manner the Navy of England. The masts of ships here and at proper seasons of the year make a kind of wood of trees that we see upon the river of Thames about Wapping and Limehouse, which may easily be imagined when we consider that by computation given into the Collector's of his Majesty's Customs to the Governor upon the building of the lighthouse, it appeared that there was 24,000 ton of shipping cleared annually. At the bottom of the bay

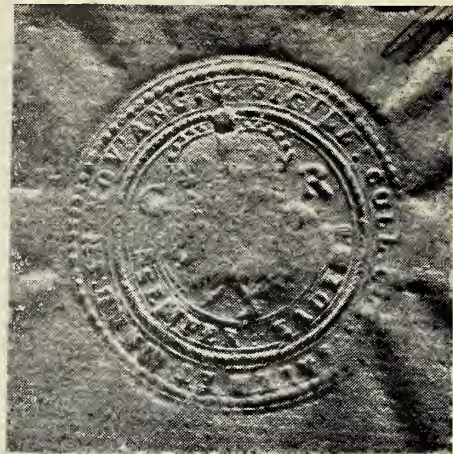


is a noble pier 1,800 or 2,000 foot long, with a row of warehouses on the north side for the use of merchants. The pier runs so far into the bay that ships of the greatest burthen may unlade without the help of boats or lighters. From the head of the pier you go up the chief street of the town, at the upper end of which is the Town House or Exchange, a fine piece of building, containing besides the walk for the merchants, a Council Chamber, the House of Commons, and another spacious room for the Sessions of the Courts of Justice. The Exchange is surrounded by book-sellers shops which have a good trade. There are five printing presses in Boston, which are generally full of work, by which it appears that humanity and the knowledge of letters flourish more here than in all the other English Plantations put together; for in the city of New York there is but one book-seller's shop, and in the Plantations of Virginia, Maryland, Carolina, Barbadoes and the islands, none at all." That was in 1719.

The subsequent history of Boston needs no review here. Its historic events are numerous, important, and well known. Many American privateers were owned here and sailed from here. Numerous British prizes were libelled in its maritime courts during the Revolutionary War, and the British General John Burgoyne and his army of prisoners were housed and victualled here under the orders of the American General Heath in the last part of 1777, after the surrender at Saratoga, which event so largely contributed to the establishment of American freedom.

SALEM (Indian name "Naumkeag")—the place where the first Provincial Assembly of Massachusetts Bay met in 1774, and where, on February 20th, 1775, the first armed resistance was made against British troops by the townspeople, when Colonel Leslie with his regiment was sent there to find cannon. The birthplace of Nathaniel Hawthorne, William H. Prescott, and Nathaniel Bowditch, and at one time New England's most important seaport. Settled in 1626 by Roger Conant and his followers. John Endicott became Governor under the Dorchester Patent in 1628 and the Colony was named "Salem" in 1629. Under the charter of the Massachusetts

## PORT OF SALEM



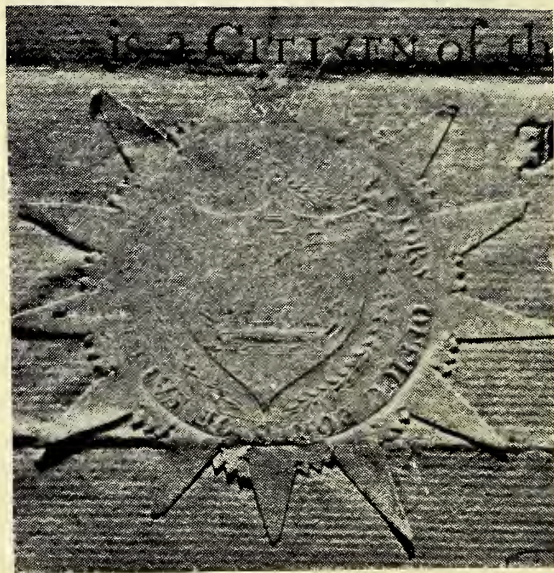
(Upper) On Register Schooner "Lively," 1762      On Register Schooner "Sally," 1770  
(Lower) On Register Sloop "Olive," 1774      Collector's Seal, 1796



Present Seal of Salem



## PORT OF SALEM



(Upper) On Register Schooner "Two Sisters," 1786  
(Lower) On Seaman's Certificate, 1804

Bay Colony in 1629, which superseded the Dorchester Patent, Endicott was superseded by Governor John Winthrop, who removed the seat of government to Charlestown and finally to Boston. In 1629 the first Congregational Church in America was organized in Salem, under the ministration of the Rev. Francis Higginson and the Rev. Samuel Skelton. The latter was superseded in 1633 by Roger Williams, who was later exiled to Rhode Island by the officials of the Massachusetts Bay Colony. After 1670 the port of Salem became especially prominent in the India trade, and many vessels of all classes were owned by Salem shipmasters. During the Revolutionary War the Salem privateers were on every sea and captured over 400 British prizes; and in the War of 1812 they were also quite active. The various publications and treasures of the Essex Institute of Salem contain complete historic data pertaining to this ancient maritime community, which became chartered as a city in 1836.

PORTLAND, a port of entry and the seat of Cumberland County, Maine (Indian name Machegonne). First settled by George Cleve and Richard Tucker in 1633. In 1658 Massachusetts extended its jurisdiction to this part of Maine, and in 1718 the town was organized and called Falmouth. It suffered terribly from the Indians in 1676, so much so that it became a deserted village for the following two years, when it was again attacked and utterly destroyed by the French and Indians in 1689 and 1690, and remained a desolate waste until 1713. The town being sympathetic with the patriot cause, was bombarded and burned by the British, October 18th, 1775. Falmouth, however, recovered and became an incorporated town in 1786 under the name of Portland. This was the birthplace of Henry W. Longfellow, Thomas Bracket Reed, and Commodore Edward Preble.

GLOUCESTER, on Cape Ann, a port of entry in Essex County, Massachusetts, with a remarkable harbor, deep and commodious, and probably the most important fishing port in New England, was temporarily settled in 1623-25 by Roger Conant and his followers, who moved to Salem.



According to some authorities, a few of the settlers remained in Gloucester, and the permanent settlement thus dates from 1623. Most of them became seafaring. Fishing voyages to the Grand Banks began about 1741. The Revolutionary War destroyed the fisheries, from which it took about half a century to recover. Its shipbuilding also is an industry of the past. Gloucester became a city in 1874.

MARBLEHEAD, a port of entry located on a rocky promontory of Massachusetts Bay about sixteen miles north of Boston, is one of the few old towns still remaining quaint in appearance in New England, some of its houses dating back into the 17th and early 18th centuries. This remarkable seaport was settled about 1629 by the English from Lincolnshire and Devonshire, and later by colonists from the Channel Islands. Marble Harbor, as it was once called, was set off from Salem probably about 1649, when it was incorporated as a separate town. It was an important commercial port in the Colonial period, and when the Boston Port Bill was passed in 1774 it was made the port of entry instead of Boston, but the merchants did not take advantage of this edict, and invited the Boston merchants to use their wharves. During the Revolutionary War many State cruisers set out from Marblehead, including the famous *Lee*, Captain John Manly, who captured the British ship *Nancy* with valuable stores for the British Army, in November, 1775. The old elliptical seal of Marblehead herein shown, is reproduced from the impress on an old-time seaman's certificate in the possession of Mr. Francis B. C. Bradlee, the date of which is September, 1804.

PLYMOUTH, a port of entry and the historic landmark of New England, the place of the settlement of the Pilgrims of the MAYFLOWER in 1620. This was the first permanent white settlement of New England. Its Indian name was "Patuxet," but the colonists named it New Plymouth because they came from Plymouth, England, and possibly because they knew it had been already thus named six years before by Captain John Smith. This

Colony was united with that of Massachusetts Bay in 1692 by charter.

EDGARTOWN—Martha's Vineyard. This historic island, lying off the southeast coast of Massachusetts, is the major part of Dukes County, first visited by the Norsemen about A. D. 1000. Edgartown itself was named after Edgar, son of James II, Duke of Cambridge, and was settled in 1641 by people from Watertown, Massachusetts. Martha's Vineyard was named by one of its early explorers (Bartholomew Gosnold of Falmouth, England) in honor of his mother, whose name was Martha. This island was noted for its whaling industry. The first whale ship of record that sailed from the Vineyard was the schooner *Lydia*, Peter Pease master, of Edgartown in 1765. Fifty ships were fitted out from the port of Edgartown at one time. The Revolutionary War and the War of 1812 nearly ruined this maritime settlement. In 1777 John Paul Jones took refuge in the harbor of Holmes Hole after a fight with a British ship, and obtained medical aid for two of his wounded sailors. The first map of Edgartown was made by Athearn in 1694, showing thirty-six houses when the population was about two hundred. A valuable historic book on Martha's Vineyard was published in 1923 by Henry Franklin Norton, a native.

NANTUCKET. The title to this ancient island, south of Cape Cod, with an area of about 50 square miles and a coast line of about 90 miles, was claimed under grant by Lord Sterling, William Alexander, and by Sir Fernando Gorges. These claims, however, were sold in 1641 to Thomas Mayhew of Watertown, Massachusetts, and his son Thomas, for £40. In 1649 the elder Mayhew disposed of his interest for £30 and two beaver hats, to nine partners, who later admitted ten other partners. The island was annexed to Massachusetts by charter provisions in 1691. Nantucket town was settled in 1661, incorporated in 1671, and was named "Sherburne" in 1673, adopting its present name in 1795. It was the home of Benjamin Franklin's mother (Abiah Folger). It was long famous as a whaling port. Just before the Revolutionary



War the whaling fleet hailing from Nantucket numbered 150 sail, but at the close of hostilities over 130 of these ships had been destroyed or captured, and the place eventually lost its prestige to New Bedford.

NEW BEDFORD, a port of entry at the head of Buzzard's Bay, formerly called "Bedford in Dartmouth," after Joseph Russell, one of the founders in 1652, whose family name was the same as that of the Dukes of Bedford. It was set off from Dartmouth, Massachusetts, in 1787. New Bedford is one of the most prominent and important of the maritime ports of New England. . Noted particularly for its whaling industry, in 1804 there were 59 whaling ships. During the Revolutionary War its harbor was an important rendezvous for American privateers, and many British prizes found their way there for libel proceedings. In September, 1778, it was attacked by the British fleet, and the town, together with 70 sail of vessels, were burned. It was incorporated as a town in 1787, and as a city in 1847.

NEWBURYPORT, on the Merrimac River, in the northeastern part of Massachusetts, in Essex County and 38 miles from Boston, is one of the oldest maritime settlements in New England (1635). Whaling, fishing and shipbuilding have been its principal industries, and during the Revolutionary War and War of 1812 it sent out many privateers.

PROVIDENCE, the capital of Rhode Island, was founded in 1636 by Roger Williams, an exile from Massachusetts, incorporated as a town in 1649, and chartered as a city in 1832. During King Philip's War, 1676, the town was attacked by the Indians and half burned. In 1772 the British revenue schooner *Gaspee* was attacked and burned in the harbor, under the leadership of Captain Abraham Whipple, who afterwards became prominent as a naval officer in the Revolution. Much privateering was carried on here before and after the British occupation of Newport.

NEWPORT (Indian name "Aquidneck"), settled in 1639. A maritime commercial post-town in its early days, situated on Narragansett Bay. A strategic coast point during

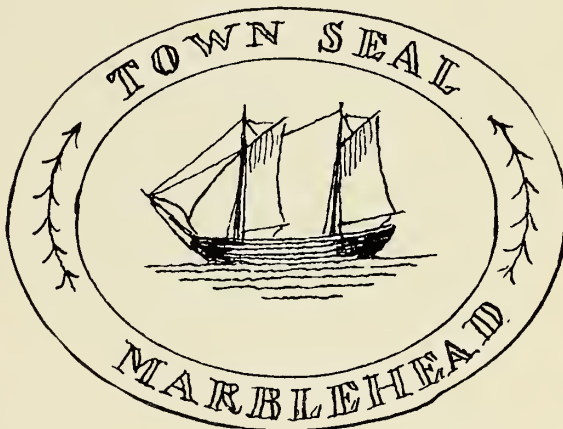
## THE EASTERN SEA-PORTS



Portland \*



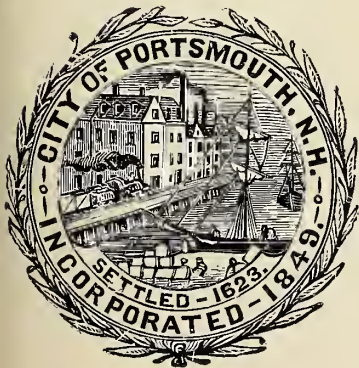
Newburyport



On Seaman's Certificate, 1804  
Gale Ashton  
Courtesy F. B. C. Bradlee



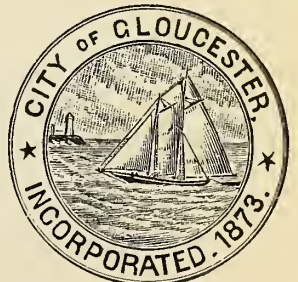
"Jacobus Rex" Seal  
Port of Boston, 1685  
on Bill of Lading  
Sloop "Norwich"



Portsmouth, N. H.



Marblehead



Gloucester



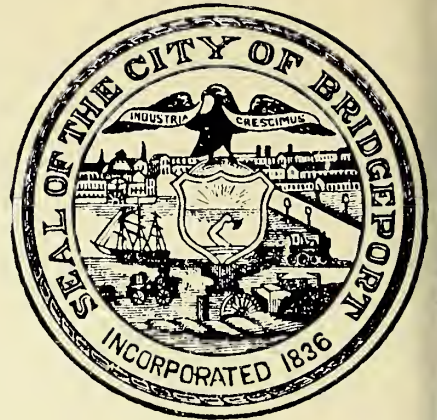
# SEA-PORTS OF CONNECTICUT AND RHODE ISLAND



New Haven, 1784



New Haven, 1800  
on Seaman's Certificate



Bridgeport



Newport



Providence, 1799



Newport  
on Clearance Paper, Sloop "Nai"  
August 24, 1782

the Revolution and the scene of the first outbreak of violence leading up to the war, viz: in 1769, when Captain Nathaniel Shaw and Captain Joseph Packwood of New London, Connecticut, with their brigantine *Thames* attacked the British revenue vessel *Liberty*, Captain William Reid, seizing him and his crew and destroying his vessel. This breach was brought about by the arrogant and unjustifiable levying of taxes upon a Connecticut vessel, as shown by the official correspondence in the "Pitkin Papers" with Governor William Pitkin of Connecticut, on file in the Connecticut Historical Society. More than one hundred sail of vessels were owned here, but the vicissitudes of the Revolutionary War destroyed the sources of trade, and the city was occupied by the British, in whose possession it was from December, 1776, to October, 1779. Both before and after the British occupation it was a famous rendezvous for American privateers, and was the headquarters of the French allied troops under Rochambeau, and a station for the French fleet until near the end of the conflict. Newport was chartered as a city in 1784, and, with Providence, was one of the capitals of Rhode Island until 1900. It has always been a port of entry. On March 16, 1641, a State seal was ordered, consisting of a sheaf of arrows, with the motto "AMOR VINCIT OMNIA," which was also an official seal for the town of Newport.

NEW LONDON (Indian name "Nameaug"). Founded by John Winthrop in 1646, and known by the name of "Nameaug" until 1658. Located on the Monhegin River, which was afterwards called *Thames*. During the Revolutionary War this community was a hot-bed of rebellion and a noted strategic port, the headquarters of American privateers. The town was burned by the British, September 6th, 1781, shortly after the memorable combat at sea between the British ship *Hannah*, Captain Watson, and the American privateer brig *Minerva*, Capt. Dudley Saltonstall, which resulted in the capture of the *Hannah*, which yielded some £80,000 to the colonists. Fort Griswold was reduced the same day, and the garrison massacred under the orders of the traitor Benedict Arnold. The city was incorporated in 1784, when the ship seal



herein reproduced, with its motto "MARE LIBERUM," was permanently adopted. From November 7th, 1812, until the close of the War of 1812, the harbor was blockaded by the British fleet. The handsome colonial seal of the town, bearing the figure of the ship, and which was used on bills of credit, was in use in 1732, and the motto was, "*Vincit Amor Patria.*" The seal is shown herewith, as is also the seal of the port, of date 1799. On the 25th of July, 1769, a short time after the attack on the *Liberty* at Newport, a notable Tax Riot occurred in New London, when Barnabas Willson, a "tidesman" in the British revenue service, was severely abused, stripped and whipped at the town sign post with 32 lashes, after which the Custom House vessel was seized, dragged through the streets of the town with sails hoisted, and burned on a nearby hill. The first Naval Expedition of the Revolution ordered by Congress, was recruited here, and the fleet under Commodore Hopkins returned to New London in April, 1776, with a heavy cargo of ordnance and stores seized at Nassau (New Providence) in the Bahamas, and several prize ships.

NEW HAVEN (Indian name "Quinnipiac"). This ancient port on Long Island Sound (called before 1775 "The Devil's Belt") owes its foundation to a band of Puritans from Boston, led by Theophilus Eaton and the Rev. John Davenport in 1637, who formed a colony of their own. Later, in 1644, this colony was extended to embrace the seaport towns of Guilford, Milford, Stamford and Branford, and Southold on Long Island. In 1622 all of these towns passed under the jurisdiction of Connecticut except Southold. It was in New Haven that the "Blue Laws" were alleged to have originated. Some of those laws were interesting, such as: "Judges shall determine controversies without a jury," "Married persons must live together or be imprisoned," "A wife shall be good evidence against her husband," "No minister shall keep school," etc. The Collegiate School of Connecticut was removed from Saybrook to New Haven in October, 1716, which developed into Yale University. New Haven's highest degree of prosperity was reached about 1750,

due to its extensive commerce with the West Indies. It also was a hotbed of rebellion during the Revolutionary War, and many privateers were owned and fitted out at this port. The city was pillaged by the British under General Tryon and Commodore Sir George Collier, July 9th, 1779, after which its commerce suffered severely. During the War of 1812 fully 600 seamen of the city were engaged in privateering and regular naval service of the United States. In 1815, the *Fulton*, which was the first steamboat on Long Island Sound, made its first trip from New York to New Haven. From 1701 to 1873 New Haven was joint capital of Connecticut with Hartford. It was incorporated as a city in 1784, when its seal was permanently adopted. Before this time various designs indicating the Port of Entry were used as official seals on documents, one of which is displayed herein.

SAYBROOK, at the mouth of the Connecticut River, is one of the oldest settlements in the State of Connecticut. The Saybrook Patent was procured by Lord Say and Seal and Lord Brook from the Earl of Warwick in 1632. John Winthrop, Governor of Massachusetts, was their Agent. In 1639 Colonel George Fenwick, one of the Patentees, arrived from England and gave the tract the name of Saybrook, in honor of Lords Say and Seal and Brook. The Indian name of the place was "Pattaquasset." A fort of considerable historic importance was constructed at Saybrook in 1635, and garrisoned by the English, who had cause to utilize it against the Dutch who attempted a settlement here, but the English prevented their landing and their enterprise was defeated. This fort also prevented the Indians, during the Pequot War, from attacking the inhabitants of Saybrook, and served during the Revolution as a guard at the entrance of the Connecticut River. During the War of 1812 the borough of Essex or "Pettipaug," in the northern part of the town, was burned by the British, who destroyed over twenty vessels under construction and laid waste to the community. Saybrook was the original home of Yale College.

MIDDLETON, located about 30 miles from the Sound, on Connecticut River, was settled in 1651. Indian name,



"Mattabessett." The planters came from Hartford, and from Rowley, Chelmsford, and Woburn, Massachusetts. The city was incorporated like many other localities after the Revolution, in 1784, and is a port of entry on the river. It is the home of Wesleyan University, and sponsored many privateers during the Revolutionary War.

NORWICH, located at the head of navigation on the River Thames, about 12 miles north of New London, has been a famous historic port of entry for over 260 years. It was settled in 1660 by Thomas Leffingwell, John Mason, Rev. James Fitch and others, consisting of thirty-five proprietors. Many Connecticut privateers were commissioned from Norwich during the Revolution, and many British prizes were libeled in its maritime court. Its early Indian history is also important, as the home of the Mohegans under their chieftain Uncas, and paper was first manufactured in Connecticut here by the Leffingwells.

STRATFORD, on the Sound, at the mouth of the Housatonic River on one side and the Pequonnock River on the other, was known by the Indian name of "Cupheag," and was settled in 1639. The first evidence found thus far that it was a port of entry in 1708 is contained in a document appearing in the Saltonstall papers, wherein the seal of Stratford is shown in wax as a small circle containing three anchors only, two above and one below, as reproduced herein. Stratford was the home port of many West India traders in the latter part of the 18th and early portion of the 19th centuries.

BRIDGEPORT, located on the west bank of the Pequonnock River, is an important commercial port of entry on the Sound. Its settlement, dating back to Indian times, was first known as "Pequonnock," and about 1790 was named NEWFIELD. At that time there were but 110 inhabitants, but it was incorporated as a borough in 1800, and as a city in 1836.

*(To be continued.)*







COLONEL FREDERICK WILLIAM SIMS  
Confederate States Army  
Military Supervisor of Railroads in the Confederacy, 1863-65

Reproduced through kindness of H. L. Borden, Esq.  
Vice President Atlantic Coast Line R. R. Co.

# BLOCKADE RUNNING DURING THE CIVIL WAR

## AND THE EFFECT OF LAND AND WATER TRANSPORTATION ON THE CONFEDERACY.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LXII, page 160.)

An interesting account of this important strategic transfer is given by General E. Porter Alexander (himself a well known railroad manager in later life), in his "Military Memoirs of a Confederate": "The infantry was given precedence, and my (artillery) battalion was marched to Petersburg, where it took trains about 4 P. M., Thursday, September 17. At 2 A. M., Sunday, the 20th, we reached Wilmington, 225 miles in 58 hours. Here we changed cars and ferried the river, leaving at 2 P. M. When the battle of Chickamauga was being fought on the 19th and 20th, only five of our nine brigades arrived in time to participate.

"We reached Kingsville, South Carolina, 192 miles in 28 hours, changed trains in six hours, and got to Augusta, 140 miles, at 2 P. M. on Tuesday, the 22d. Leaving Augusta at 7 P. M., we reached Atlanta, 171 miles, at 2 P. M., Wednesday. Leaving at 4 A. M., Thursday, we were carried 115 miles and landed at Ringgold Station, 12 miles from the battlefield, at 2 A. M. on Friday, September 25. Our journey by rail had been 843 miles and had consumed seven days and 10 hours, or 178 hours.

"It could scarcely be considered rapid transit, yet under the circumstances it was a really very creditable feat for our railroad service under the attendant circumstances. We found ourselves restricted to the use of one long roundabout line of single-track road of light construction, much of it of the "stringer track" of those days, a 16-pound rail on stringers, with very moderate equipment and of different gauges, for the entire service at the time of a great battle of the principal armies of the Confederacy. The task would have taxed a double-tracked road with modern equipment.

"Its *efficient* performance was simply impossible, and the incomplete success we were able to obtain by getting



five brigades of Longstreet's infantry upon the field, without any of his artillery, shows the soundness of our strategy, and is an earnest of what might have been accomplished, had a campaign upon our short interior lines been inaugurated in May (1863), under Lee in person, instead of the unfortunate invasion of Pennsylvania."\*

General Longstreet's chief of staff, Colonel, afterwards General, G. Moxley Sorrell, describes this strategical transfer as follows: "This feat was accomplished without stint of honor or praise, be it said, to the Quartermaster General's department. Never before were so many troops moved over such worn out railways, none first class from the beginning. Never before were such crazy cars—passenger, baggage, mail, coal, box, platform, all and every sort wabbling on the jumping strap iron—used for hauling good soldiers. But we got there, nevertheless. The trains started day after day from Virginia and worked through North Carolina, South Carolina, and Georgia by different routes, all converging at a point not far east of Chattanooga—Catoosa Station, I think, was the name."†

After Colonel Sims had been in office a short while he made a report on railroad conditions, dated October 23, 1863, to Quartermaster General A. R. Lawton. In Colonel Sims' opinion one reason for the deterioration of the Confederate railways was that at the beginning of the war those at the head of the transportation lines thought their business ruined, and in order to curtail expenses as far as possible, encouraged their employees—a class having usually but few local associations—to enlist, with the result that there was then not a railroad in the country able to do one half the work offered it for the want of men and material.

On the other hand, the military authorities had ordered engines and cars from one road to another without reason, which in most cases spelt the total destruction of

\* Military Memoirs of a Confederate, by General E. P. Alexander, pp. 448-50.

† Recollections of a Confederate Staff Officer, by General G. Moxley Sorrell, p. 185.

rolling stock next to impossible to replace. It was then estimated that there were over fifty locomotives disabled for want of tires which could not be obtained because the Government absorbed the work of all the foundries, etc., and their material also. Colonel Wadley's appointment had resulted in nothing because the origin of the trouble would not be seen, though often pointed out. Colonel Sims closed his report by saying: "Is it any wonder that transportation is deficient? Is it not rather a wonder that we have any transportation by rail at all?" In this same autumn of 1863 five of the principal Virginia railroads sent Captain John M. Robinson, C. S. A., to England to obtain necessary supplies for their companies. After much difficulty this agent was able to obtain and import tools, machinery, etc., in small quantities. Mr. P. V. Daniel, Jr., President of the Richmond, Fredericksburg and Potomac R. R., recommended to Secretary of War Seddon that Captain Robinson be appointed the official agent abroad of the administration to obtain supplies for all the Confederate railroads, but this the Government refused to consider as it "overstepped its constitutional powers."\*

Mr. Daniel also urged the Government to remove rails from roads of no military importance in order that they might replace the worn-out tracks of the necessary through lines. This was afterwards done to some extent. The beginning of 1864 found the Confederate railroads in a bad way and rapidly growing worse. This was but one of many symptoms revealing the dreadful conditions that war and the blockade had brought to the Southern people. While flour was then sold in Richmond at \$100 to \$120 per barrel, 40,000 bushels of sweet potatoes belonging to the Government lay rotting at the various depots between Wilmington and Richmond. It was asserted that the correspondence of the War Department showed that in Georgia (which furnished a large part of the supplies for the various Confederate armies) only one-eighth of the capacity of the railroads were used for the subsistence of the army. "The rogues among the

\* Official Records of the Civil War, Series IV, Vol. II, pp. 841-42, 881-84.



multitude of quartermasters have made fortunes themselves, and almost ruined the country. It appears that there is abundance of grain and meat in the country, if it were only equally distributed among the consumers.”\*

Secretary of the Treasury Memminger had evolved a plan of funding the currency, which it was thought would reduce prices, but the measure apparently had an opposite effect. On January 26, 1864, the 8,000 Union prisoners of war confined at Belle Isle, Richmond, had had no meat for eleven days. The ubiquitous Jones in his “Diary” said concerning this state of affairs: “The benevolent Captain Warner (commissary for the prisoners), being persecuted by the Commissary General (Northrup) for telling the *truth* in regard to the rations, etc., is settling his accounts as rapidly as possible, and will resign his office.”†

The public suffered as well as the army. Mails were irregular and long delayed. Travellers in the South during the Civil War encountered difficulties and dangers, of which *Hill's Confederate States Rail-Road and Steamboat Guide* (published monthly at Griffin, Georgia) gave no idea. Anyone consulting this prototype of the modern *Pathfinder* might have expected in 1863 to make his journey at the rate of 14 to 18 miles per hour, including stops, and, in 1864, at a rate not greatly less. But the indications of the guide were deceptive. The traveller was lucky if his train made a continued progress of from 5 to 8 miles an hour.

Trains were always late and connections as often missed. Frequent accidents, many of which were fatal, happened because of the unstable condition of the permanent way and equipment. The conventional joke was that “a journey from Wilmington to Richmond was almost as dangerous as an engagement with the enemy.”‡ Oftentimes the Union troops were so near the working parties repairing the various roads that it was necessary to have scouts to warn the section men in case of the

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, pp. 89-173.

† Diary of a Rebel War Clerk, Vol. II, p. 185.

‡ History of the Civil War (1917 edition), by James Ford Rhodes, pp. 371-73.

enemy's approach. The records of the Virginia Central R. R. show that in 1864, "Mr. Thomas P. Moody, an old and respected passenger conductor connected with the road for many years, while performing this duty, was mistaken by one of the army scouts for an enemy and killed."

Colonel Fremantle, a British officer and a strong Southern sympathiser, gives an account in his "Three Months in the Southern States" of a journey between Charleston and Richmond in June, 1863. At Florence, South Carolina, he was detained by the breakdown of another train, and when his own was made up he "had to fight his way into some desperately crowded cars." And such cars as they were we leave to the reader's imagination! "We changed cars again at Weldon," he wrote, "where I had a terrific fight for a seat, but I succeeded, for experience had made me very quick at this sort of business." Travelling as continuously as possible, Fremantle was 41 hours from Charleston to Richmond, a journey which is now made in ten.

James Ford Rhodes in Volume V of his *History of the United States*, has an interesting relation of Vice-President Alexander Stephen's attempted journey in May, 1864, from his Georgia home to the capital of the Confederacy. He travelled northward from Charlotte, North Carolina, in a passenger car attached to a train loaded with bacon for the army. The night was dark and rainy and he ascertained that another train was following his at a five minute interval. The only precaution against a rear end collision was a lantern hung on the rear platform of his car. Up grade the locomotive steamed slowly, but dashed furiously down hill. While going up a steep grade, the cars broke loose from the locomotive and ran down the grade at an increasing speed for two miles until, having reached the foot of one hill, they began to ascend the other and finally came to a stop just in time to avoid colliding with the train behind. After a while the engine came back and Stephens proceeded on his journey. At Danville he was stopped by a fatal accident ahead of him and learning that the railroad had been cut by the enemy between Danville and



Richmond, he believed it would be almost impossible to reach the capital and therefore decided to return home.

Governor Watts of Alabama in April, 1864, informed the War Department at Richmond that 10,000,000 pounds of bacon were available in his state; if the other states east of the Mississippi would furnish a proportional amount—60,000,000 pounds—it would be enough to feed the Confederate armies for a year.\* But the insuperable difficulty was always that of transportation!

In May of the same year when the life or death of the Confederacy depended upon General Lee's army and it became urgently necessary to transport 600 horses as quickly as possible from Danville to Richmond, C. G. Talcott, Superintendent of the Richmond and Danville R. R. telegraphed the authorities in Richmond: "The transportation of 600 horses will require about 60 cars and will take all our freight trains two days. Our means of transportation are all needed for supplies destined for that city."†

At about the same date, in reply to a confidential inquiry from Secretary Seddon, Superintendent Whitcomb of the Virginia Central road—the main source of supply for General Lee's army as well as the forces operating in the Shenandoah Valley—said his company's available means of transportation were: at Gordonsville five locomotives and about 50 cars = 2500 men. Above Gordonsville and ordered to that point were three locomotives and 37 cars = 1850 men. In Richmond the company had two locomotives and 21 cars = 1050 men. These figures referred to the transportation of infantry alone, without heavy baggage or horses.†

The Virginia Central road, vitally important as it was, could only be operated with the greatest difficulty during the last year of the war. The Union forces were for a greater or lesser period of time, in possession of every station between Gordonsville and Richmond, except Hanover Junction, and every depot west of the Blue Ridge. In the several raids the enemy burned 7

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, p. 191.

† Official Records of the Civil War, Series I, Vol. 51, pp. 903 and 942.

water stations, 4 passenger houses, 4 freight houses, 1 engine house, 18 bridges of over 30 feet span, and many smaller ones. Over 18 miles of track were torn up and destroyed; 3 turntables, 36 cars, 2 locomotives, 20,000 crossties and a large amount of wood (fuel) were also burned.\*

It is undoubtedly true that the inability of the railroads to effect the Confederacy's domestic commerce was largely responsible for the rise in the prices of commodities of all kinds. Colonel Sims, head of the Railroad Bureau, worked unceasingly to improve transportation conditions. Among other things he urged that machinists and mechanics be released from the merciless conscription which was, as General Grant said, "robbing the cradle and the grave" in the Confederacy. But such was the need of men for the army in 1864 that the most the authorities would do was to grant "60-day details" for a few men which Colonel Sims thought practically useless. The latter also complained that many of his important recommendations remained unnoticed.† Another measure which was persistently urged, not only by Colonel Sims, but by Judge Campbell, Assistant Secretary of War, and Colonel Aurelius F. Cone, Assistant Quartermaster General, was the consolidation under one management of the three railroads between Richmond and Wilmington. Colonel Sims advised that the Government take over the companies with all their rolling stock, shops, machinery, tools, etc., just as they stood, paying an annual interest therefor of 12½ per cent and at the close of the war replacing the property in as good condition as when received. "Because the convenience of the roads is to a great extent consulted as in opposition to the urgent wants of the Government, we cannot anticipate that our condition will be in the slightest degree improved until summary, vigorous, and determined measures are enforced. . . . I shipped last week (Feb., 1864) to Atlanta for General Johnston's command 16200 bushels of meal, 1300 bushels of peas, 89000 pounds of bacon, 260 barrels of molasses, and a quantity of salt

\* Records of the Virginia Central R. R.

† Official Records of the Civil War, Series IV, Vol. III, p. 93.



beef. . . . Let conditions be relieved and Virginia will be abundantly supplied. . . .

"As our existence as a nation is dependent upon the efficiency and preservation of the Army, I may be pardoned for expressing the opinion that every other branch of the public defense should be subservient to that upon which we can alone rely."\*

Assistant Secretary of War Campbell in May, 1864, prepared a bill for Congress to pass, authorizing the seizure of all the railroads in the Confederacy, but with the spirit of opposition to government control prevailing in the South, and the many political influences brought to bear, the measure was soon "tabled."

After many vexatious difficulties, the much talked of Piedmont Railroad (previously mentioned), running from Danville, Virginia, to Greensborough, North Carolina, was opened for travel May 22, 1864, thus giving Richmond a second direct line of communication with the South. As it was the most important railroad built in the Confederacy during the war, a short description of the same will not be uninteresting. The Piedmont Railroad was 48 miles long, the heaviest grade coming northeast, sixty feet to the mile. In the opposite direction, that of least transportation, and, therefore, to no great disadvantage, the grade on a temporary track was 106 feet, the maximum permanent grade being only 68. The necessity of rock cutting, combined with the scarcity of blasting powder, led to the adoption of the temporary track.

Colonel A. L. Rives, Acting Chief Engineer of the Confederate Army, reported that he "found the road thoroughly well and intelligently located and constructed, in consideration of the times, and the company's force, although not large, energetically and satisfactorily employed, under the immediate and constant direction of the chief engineer, Captain E. T. D. Myers (son of the former Quartermaster General Myers and grandson of

\* Official Records of the Civil War, Series IV, Vol. III, pp. 90 and 258.





# VIRGINIA CENTRAL RAILWAY & CONNECTIONS.



General E. Twiggs of the U. S. and C. S. Army) of the Engineer Corps.”\*

It is known, however, that the Piedmont road was weak and unreliable, as well as prolific in washouts and wrecks. Its tracks were those taken up from the Richmond and York River R. R., and the rolling stock was begged and borrowed from all the Virginia lines. In spite of all these defects the Piedmont R. R. was a great relief to the Confederate authorities, for just prior to its completion the Weldon R. R. had been cut in so many places and so frequently by the Union forces that Richmond was almost in a state of famine. Flour was selling at \$400 a barrel (Confederate currency), and meal at \$125 a bushel, but it was believed the hoarding speculators had an abundance of provisions hidden away. On July 1st, 1864, Custis Jones, son of J. B. Jones, the celebrated “War Clerk Diarist,” after severe service in the trenches defending Richmond, resolved on a little party at home. So, he ordered two saucers of ice cream—giving one of them, we are glad to note to his mother—costing \$6; quarter pound of coffee and two pounds of sugar, \$25; rice pudding, \$5; one pound sugar, \$10; two quarts of milk, \$5; total, \$51.† At about the same date Jones records that a pair of boots brought \$200; coats \$350 and trousers \$100.

Continued disasters to the armies, and suffering by the Southern people at home naturally brought about an intense longing for peace. From that to Anti-Confederate Peace Leagues, there was but one step. Colonel and Assistant Adjutant General W. W. Walter, sent especially to Alabama to investigate the situation, made the following alarming report (May 8th, 1864): “Mr. Burke, who joined the Society for the purpose of disclosing its secrets, became alarmed for his safety and has left this region of the country. . . . I am satisfied that the Society embraces more than half the adult males of Randolph, Coosa, and Tallapoosa Counties, a large number in Calhoun and Talladega Counties, and a considerable membership in some of the other counties in

\* Official Records of the Civil War, Series IV, Vol. III, p. 392.

† Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, p. 242.



Alabama. It extends into portions of Georgia. . . . Its general designation is the Peace Society. I am inclined to the belief that no action will be taken by its leaders so long as our armies are victorious; but should great disasters befall us, the widespread distrust which marked the past winter would ripen into treason, and find in this Society an organization that would prove disastrous to our cause . . . .”\*

John Tyler, Jr., son of President Tyler, and an official of the Confederate War Department, voiced his discouragement and disgust of the situation the Confederacy found itself, in a prophetic letter dated June 11, 1864, to General Sterling Price commanding in Arkansas: “. . . Grant is impreguably intrenched and has perfectly secured his base at the White House on the Pamunkey. From this position he will be enabled to complete securely all his arrangements for the future in regard to the south side movement. . . . With one West Point fool as Commissary General (Colonel L. B. Northrup), and with another West Point fool and knave as Adjutant General and senior General of the Army (Samuel Cooper), neither of whom ever commanded a company or saw a musket fired in the field, and the last of whom is a Yankee by birth, by blood, by parentage, and by education, and with yet another West Pointer of . . . malignant heart and incompetent head (General Braxton Bragg), who, by his stupendous military blunders, has done more than any and all others combined to place the country beneath the heel of the enemy, foisted by favoritism against the proclaimed wishes of the country and the soldiery into the chief command of the armies.

“With still another West Point pigmy (General John C. Pemberton), only remarkable for having the ability to complete at Vicksburg that which his notorious co-adjutor initiated in Kentucky and Tennessee, as commander of all the artillery of the Richmond defenses; and with a country to the north and east of Richmond utterly ravished and despoiled, even to the last negro slave and the last morsel of food, should Grant now

\* Official Records of the Civil War, Series IV, Vol. III, pp. 393-94.

succeed in getting to the south of Richmond . . . and from that position enveloping both our army and our people here in starvation, I do not see what can extricate us but God.

"The West Pointers have indeed counseled and generaled us to the verge of death itself . . . But in addition now no liberty remains to the citizen. . . . The civil code may be regarded as suspended and the military code enacted in its place . . . through the immolation of habeas corpus. . . . I demand a common fate for general as for soldier, for legislator as for citizen. I am willing to perish, but the West Pointer must perish with me, since he has led me to the grave."\*

At this time the Confederate Government was making strenuous efforts to keep the railroads in running order. Many locomotives disabled by reason of broken crank axles were sent to the Naval Station at Charlotte, North Carolina, for repairs. Apparently this was the only place in the South where such new forgings could then be made, but even so, Chief Engineer H. Ashton Ramsay, C. S. N., reported that the establishment was greatly hampered owing to the lack of skilled mechanics.† General Jeremy F. Gilmer, Chief Engineer of the Confederate Army, in August, 1864, called attention to the condition of the Wilmington and Manchester (North Carolina) R. R., "the importance of which it is difficult to estimate."

This road he thought was in an unsafe condition for lack of new iron and advised that the tracks of the Wilmington and Charlotte R. R. be taken up to repair the former line. This measure though often recommended was but seldom carried into effect. The companies who were to be despoiled naturally protested vigorously and this added to political influence generally served to carry the day for them.

J. B. Jones in his well known "Diary," partaking of the general bitterness of feeling attending the last days of the Confederacy, and worried by the fear of defeat recorded on December 21, 1864: "We are at the mercy

\* Official Records of the Civil War, Series I, Vol. 51, p. 1005.

† Official Records of the Civil War, Series IV, Vol. III, p. 520.



of the quartermasters, commissaries, railroad companies and the Southern Express Company. The President and Secretary either cannot or will not break our shackles.”\* A newspaper editorial at this same period accused the “greedy and rapacious railroads” of charging fares and freight at the rate of 18 and 20 cents per mile, and paying dividends of 30 to 60 per cent per annum.† That these statements were rather excessive, however, is shown by the fact that only a few months before (September, 1864), Colonel Sims, Superintendent of the Railroad Bureau, affirmed that the Government was only charged from 5 to 7½ cents per mile for troops, or about twice “peace prices,” and on freights in about the same ratio. These rates he considered not excessive, but on the contrary extremely liberal. Transportation by rail, Colonel Sims said, was beyond all question rendered to the Government at lower rates than anything else in the Confederacy.

Some idea of the difficulty of running a railroad in the South during the war may be had from the following account of the Petersburg R. R., running from Petersburg, Virginia, to Weldon, North Carolina (a part of the north-south trunk line) and derived from “*The History of the Atlantic Coast Line Railroad*”:

In 1864 conditions became desperate. Rates were increased, but an increase in rates meant little when the receipts were in Confederate money. Receipts for 1863 were over \$1,000,000, for 1865 nearly \$2,000,000. Toward the close of the war rolling stock became so scarce that the cars were in constant use, and no time was given to clean them, to say nothing of making repairs. Passenger cars were taken off the Petersburg and used on other roads; when finally returned the seats were frequently broken, and cushions, stoves, lamps, dippers, water-coolers were all carried off by the soldiers for private use. It was stated by an officer of the company that more harm was done a car on one of these trips than came from a whole year’s use before the war. In order to accommodate the great crowds of soldiers the

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, p. 361.

† Official Records of the Civil War, Series IV, Vol. III, p. 617.

ordinary water-coolers in use earlier in the history of the road were replaced by large casks. Soldiers would not take time to use the casks, but dipped their canteens into the top, and as a result the water soon became too dirty to use. Passengers then emptied the water, inverted the casks for seats, and the servants were not allowed to refill them during the remainder of the trip. The condition became so serious that attempts were made to run the blockade with cotton to be exchanged for much needed supplies. A few of these attempts were successful and some supplies came in, but not enough to be of any great benefit.

Up to the summer of 1864 the Confederate army was able to protect its north and south line of communication from the attack of the enemy. The difficulties which the road met came from sheer inability to repair the deterioration caused by excessively heavy traffic and abuse at the hands of its friends. In May of this year the Confederates were no longer able to ward off attacks; and on the 6th of the month the Federal forces reached the line at Stony Creek, burned the bridges, cars, and buildings and tore up a mile and a half of track. This damage was repaired as soon as possible and trains resumed their regular trips on May 19. Another attack was made on June 21. The cavalry divided into parties and tore up the track at a number of points. At the same time the infantry tore up about four miles. Repairs were again made and trains ran as usual till August 17 when the enemy got possession of the whole northern end of the line. Again in December attacks were made farther south, and thirty-two miles, more than half of the road, were entirely destroyed. Trains continued to run on that part of the road just north of Weldon for the benefit of the Confederate government. When Petersburg was evacuated in April, 1865, all the rolling stock was carried to the south side of the Roanoke River; and when it seemed that the bridge at Weldon and the rolling stock collected there would be burned, the cars and engines were all floated across to the north side of the Roanoke at Gaston. The collapse was complete.

In June after Lee's surrender the road was turned over



to the company by the Federal government and the tremendous task of reconstructing it was begun. The company as such had no credit and the only way it could secure funds was on the individual security of its various stockholders. The Adams and Southern Express Companies loaned \$70,000 which the road was to repay within four years by hauling packages and freight for them at a reasonable rate. Squads of workmen were put on the road at both ends in July, and by the middle of August it was possible for trains to pass over the whole length of the line. Yet it was in a very poor condition owing to the fact that it was impossible to make old rails which had been straightened lie so as to form a level track. The repairing of the track was only one of the difficulties which had to be met. The financial situation was even more serious and never improved until the road underwent a reorganization.\*

As showing the great importance of the railways during the Civil War, it may be said that the Confederate invasion of Tennessee late in 1864 failed largely because the railways could not keep the army supplied. After the fall of Atlanta in September, 1864, General John B. Hood commanding the Confederate army had changed his base of operations, first to Jonesboro', then to Jacksonville, Alabama. When he decided to invade Tennessee, another change of base, to Tuscumbia, Alabama, on the Memphis and Charleston Railroad, became necessary.

But the railroads were in a very dilapidated condition, especially the Mobile and Ohio from Okalona to Corinth. So was the road from Corinth to Cherokee, near Tuscumbia. For a long period it had been but little used, and meantime it had been greatly injured by both armies. L. J. Fleming, Chief Engineer and Superintendent of the Mobile and Ohio Railroad, warned Generals Beauregard and Hood that he feared they had greatly overestimated the capacity and condition of his road to transport supplies for the Southern forces. Most of the bridges between Corinth and Okalona had been destroyed and then only patched up for temporary use

\* History of the Atlantic Coast Line Railroad, by H. D. Dozier, pp. 108-110.

and were liable to be swept away by the winter freshets. The crossties were so much decayed that three trains had run off the track in one week.\* The Mississippi Central Railroad, another important factor in supplying the Confederate army in Tennessee, was reported by its President (W. Goodman) to be in such condition that it could not be operated at all unless twenty or thirty negro hands and shovels (which could not be bought or hired) be impressed for two or three months to repair the road.†

Probably no measure of President Davis's administration has been as much criticized as his order of July 17, 1864, relieving General Joseph E. Johnston from the command of the army in front of Atlanta, and placing General John B. Hood in his stead. Yet the various critics and historians do not seem to realize the tremendous pressure brought to bear on Mr. Davis to remove Johnston, especially from the Georgia politicians and press. These had seen first with uneasiness, then with panic stricken fear, the Confederate army gradually retreating without offering decisive battle, a distance of 150 miles into the very heart of Georgia, the granary of the South; Atlanta, the seat of arsenals and workshops, the centre of a net of important railroads; a city which after Richmond was of the greatest importance to the Confederacy, seemed menaced.

Sixty-five years after the event, in the quiet seclusion of one's study, with the Official Records before one, it is easy to see that the interests of the South would have been best served by the retention of General Johnston in command of the army, but in the heat and stress of war times, the wonder is not that leaders and generals made so many mistakes, but that they committed so few.

Neither has General Hood been given due credit. He was really a better leader than is usually supposed. Hood's plans for the two battles of Atlanta, July 20th and 22d, 1864, were well conceived, but the trouble was that he was not properly supported by some of his generals, particularly Hardee, many years Hood's senior

\* Life of General Beauregard, by Alfred Roman, Vol. II, p. 292, and, Advance and Retreat, by Gen. J. B. Hood, p. 272.

† Official Records of the Civil War, Series IV, Vol. III, p. 478.



and who was jealous because the former had been "jumped" over his head.

Another and most important factor in the situation and one for which Mr. Davis was largely to blame, was that General Hood in 1864 was not physically capable of managing a large army. He had practically lost the use of one of his arms at Gettysburg, and in the battle of Chickamauga was again badly wounded, necessitating the amputation of one of his legs close to the hip, so that it was difficult for him to ride a horse. In spite of these hindrances, however, at Spring Hill, Tennessee, on November 30th, 1864, General Hood's plans were again well laid and he came within an ace of badly defeating General Schofield's retreating Union army, and would have done so but for the "absence" of General Cheatham, another of his corps commanders.\*

It is interesting to give General Sherman's opinion of his opponent: "Returning from Cleveland on the train from the dedication of the Garfield Memorial, in May, 1890 (Hon. Thomas L. James) and Mrs. James found ourselves in company with General Sherman as a fellow traveller. . . . Mrs. James then asked him where he placed Hood as a soldier—if he ranked anywhere near Johnston and Longstreet. 'No, madam,' energetically replied General Sherman, 'I don't; still he always gave me a great deal of trouble and annoyance when he was in front of me. For, madam, there is no telling what such a fellow will do.' "†

General John M. Schofield, the well known corps commander during the Civil War and afterwards (1888-95) commander-in-chief of the army, was a classmate (graduating in 1853) of General Hood at West Point. His opinion of him is as follows: "John B. Hood was a jolly good fellow, a little discouraged at first by unexpected

\* After the war, General Hood married and settled down in New Orleans in the insurance business. He had a large family, including one or more sets of twins. During the yellow fever epidemic of August, 1879, General Hood, his wife and several of their children died of this disease. The rest of the family were brought up by people of means in the South.

† Life of General George H. Thomas, by Professor Henry Coppée, LL.D., p. 320 (note).







TRAIN ON THE RICHMOND AND DANVILLE R. R. AT BURKESVILLE JUNCTION  
(OF THE SOUTHSIDE R. R.) VIRGINIA

Photograph taken in 1865, immediately after the close of the Civil War

From the F. B. C. Bradlee Collection



METHOD OF DESTROYING SOUTHERN RAILROADS DURING THE CIVIL WAR

From the F. B. C. Bradlee Collection



# BLOCKADE RUNNING DURING THE CIVIL WAR

## AND THE EFFECT OF LAND AND WATER TRANSPORTATION ON THE CONFEDERACY.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LXII, page 160.)

An interesting account of this important strategic transfer is given by General E. Porter Alexander (himself a well known railroad manager in later life), in his "Military Memoirs of a Confederate": "The infantry was given precedence, and my (artillery) battalion was marched to Petersburg, where it took trains about 4 P. M., Thursday, September 17. At 2 A. M., Sunday, the 20th, we reached Wilmington, 225 miles in 58 hours. Here we changed cars and ferried the river, leaving at 2 P. M. When the battle of Chickamauga was being fought on the 19th and 20th, only five of our nine brigades arrived in time to participate.

"We reached Kingsville, South Carolina, 192 miles in 28 hours, changed trains in six hours, and got to Augusta, 140 miles, at 2 P. M. on Tuesday, the 22d. Leaving Augusta at 7 P. M., we reached Atlanta, 171 miles, at 2 P. M., Wednesday. Leaving at 4 A. M., Thursday, we were carried 115 miles and landed at Ringgold Station, 12 miles from the battlefield, at 2 A. M. on Friday, September 25. Our journey by rail had been 843 miles and had consumed seven days and 10 hours, or 178 hours.

"It could scarcely be considered rapid transit, yet under the circumstances it was a really very creditable feat for our railroad service under the attendant circumstances. We found ourselves restricted to the use of one long roundabout line of single-track road of light construction, much of it of the "stringer track" of those days, a 16-pound rail on stringers, with very moderate equipment and of different gauges, for the entire service at the time of a great battle of the principal armies of the Confederacy. The task would have taxed a double-tracked road with modern equipment.

"Its *efficient* performance was simply impossible, and the incomplete success we were able to obtain by getting



five brigades of Longstreet's infantry upon the field, without any of his artillery, shows the soundness of our strategy, and is an earnest of what might have been accomplished, had a campaign upon our short interior lines been inaugurated in May (1863), under Lee in person, instead of the unfortunate invasion of Pennsylvania."\*

General Longstreet's chief of staff, Colonel, afterwards General, G. Moxley Sorrell, describes this strategical transfer as follows: "This feat was accomplished without stint of honor or praise, be it said, to the Quartermaster General's department. Never before were so many troops moved over such worn out railways, none first class from the beginning. Never before were such crazy cars—passenger, baggage, mail, coal, box, platform, all and every sort wabbling on the jumping strap iron—used for hauling good soldiers. But we got there, nevertheless. The trains started day after day from Virginia and worked through North Carolina, South Carolina, and Georgia by different routes, all converging at a point not far east of Chattanooga—Catoosa Station, I think, was the name."†

After Colonel Sims had been in office a short while he made a report on railroad conditions, dated October 23, 1863, to Quartermaster General A. R. Lawton. In Colonel Sims' opinion one reason for the deterioration of the Confederate railways was that at the beginning of the war those at the head of the transportation lines thought their business ruined, and in order to curtail expenses as far as possible, encouraged their employees—a class having usually but few local associations—to enlist, with the result that there was then not a railroad in the country able to do one half the work offered it for the want of men and material.

On the other hand, the military authorities had ordered engines and cars from one road to another without reason, which in most cases spelt the total destruction of

\* Military Memoirs of a Confederate, by General E. P. Alexander, pp. 448-50.

† Recollections of a Confederate Staff Officer, by General G. Moxley Sorrell, p. 185.

rolling stock next to impossible to replace. It was then estimated that there were over fifty locomotives disabled for want of tires which could not be obtained because the Government absorbed the work of all the foundries, etc., and their material also. Colonel Wadley's appointment had resulted in nothing because the origin of the trouble would not be seen, though often pointed out. Colonel Sims closed his report by saying: "Is it any wonder that transportation is deficient? Is it not rather a wonder that we have any transportation by rail at all?" In this same autumn of 1863 five of the principal Virginia railroads sent Captain John M. Robinson, C. S. A., to England to obtain necessary supplies for their companies. After much difficulty this agent was able to obtain and import tools, machinery, etc., in small quantities. Mr. P. V. Daniel, Jr., President of the Richmond, Fredericksburg and Potomac R. R., recommended to Secretary of War Seddon that Captain Robinson be appointed the official agent abroad of the administration to obtain supplies for all the Confederate railroads, but this the Government refused to consider as it "overstepped its constitutional powers."\*

Mr. Daniel also urged the Government to remove rails from roads of no military importance in order that they might replace the worn-out tracks of the necessary through lines. This was afterwards done to some extent. The beginning of 1864 found the Confederate railroads in a bad way and rapidly growing worse. This was but one of many symptoms revealing the dreadful conditions that war and the blockade had brought to the Southern people. While flour was then sold in Richmond at \$100 to \$120 per barrel, 40,000 bushels of sweet potatoes belonging to the Government lay rotting at the various depots between Wilmington and Richmond. It was asserted that the correspondence of the War Department showed that in Georgia (which furnished a large part of the supplies for the various Confederate armies) only one-eighth of the capacity of the railroads were used for the subsistence of the army. "The rogues among the

\* Official Records of the Civil War, Series IV, Vol. II, pp. 841-42, 881-84.



multitude of quartermasters have made fortunes themselves, and almost ruined the country. It appears that there is abundance of grain and meat in the country, if it were only equally distributed among the consumers.”\*

Secretary of the Treasury Memminger had evolved a plan of funding the currency, which it was thought would reduce prices, but the measure apparently had an opposite effect. On January 26, 1864, the 8,000 Union prisoners of war confined at Belle Isle, Richmond, had had no meat for eleven days. The ubiquitous Jones in his “Diary” said concerning this state of affairs: “The benevolent Captain Warner (commissary for the prisoners), being persecuted by the Commissary General (Northrup) for telling the *truth* in regard to the rations, etc., is settling his accounts as rapidly as possible, and will resign his office.”†

The public suffered as well as the army. Mails were irregular and long delayed. Travellers in the South during the Civil War encountered difficulties and dangers, of which *Hill's Confederate States Rail-Road and Steamboat Guide* (published monthly at Griffin, Georgia) gave no idea. Anyone consulting this prototype of the modern *Pathfinder* might have expected in 1863 to make his journey at the rate of 14 to 18 miles per hour, including stops, and, in 1864, at a rate not greatly less. But the indications of the guide were deceptive. The traveller was lucky if his train made a continued progress of from 5 to 8 miles an hour.

Trains were always late and connections as often missed. Frequent accidents, many of which were fatal, happened because of the unstable condition of the permanent way and equipment. The conventional joke was that “a journey from Wilmington to Richmond was almost as dangerous as an engagement with the enemy.”‡ Oftentimes the Union troops were so near the working parties repairing the various roads that it was necessary to have scouts to warn the section men in case of the

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, pp. 89-173.

† Diary of a Rebel War Clerk, Vol. II, p. 185.

‡ History of the Civil War (1917 edition), by James Ford Rhodes, pp. 371-73.

enemy's approach. The records of the Virginia Central R. R. show that in 1864, "Mr. Thomas P. Moody, an old and respected passenger conductor connected with the road for many years, while performing this duty, was mistaken by one of the army scouts for an enemy and killed."

Colonel Fremantle, a British officer and a strong Southern sympathiser, gives an account in his "Three Months in the Southern States" of a journey between Charleston and Richmond in June, 1863. At Florence, South Carolina, he was detained by the breakdown of another train, and when his own was made up he "had to fight his way into some desperately crowded cars." And such cars as they were we leave to the reader's imagination! "We changed cars again at Weldon," he wrote, "where I had a terrific fight for a seat, but I succeeded, for experience had made me very quick at this sort of business." Travelling as continuously as possible, Fremantle was 41 hours from Charleston to Richmond, a journey which is now made in ten.

James Ford Rhodes in Volume V of his *History of the United States*, has an interesting relation of Vice-President Alexander Stephens's attempted journey in May, 1864, from his Georgia home to the capital of the Confederacy. He travelled northward from Charlotte, North Carolina, in a passenger car attached to a train loaded with bacon for the army. The night was dark and rainy and he ascertained that another train was following his at a five minute interval. The only precaution against a rear end collision was a lantern hung on the rear platform of his car. Up grade the locomotive steamed slowly, but dashed furiously down hill. While going up a steep grade, the cars broke loose from the locomotive and ran down the grade at an increasing speed for two miles until, having reached the foot of one hill, they began to ascend the other and finally came to a stop just in time to avoid colliding with the train behind. After a while the engine came back and Stephens proceeded on his journey. At Danville he was stopped by a fatal accident ahead of him and learning that the railroad had been cut by the enemy between Danville and



Richmond, he believed it would be almost impossible to reach the capital and therefore decided to return home.

Governor Watts of Alabama in April, 1864, informed the War Department at Richmond that 10,000,000 pounds of bacon were available in his state; if the other states east of the Mississippi would furnish a proportional amount—60,000,000 pounds—it would be enough to feed the Confederate armies for a year.\* But the insuperable difficulty was always that of transportation!

In May of the same year when the life or death of the Confederacy depended upon General Lee's army and it became urgently necessary to transport 600 horses as quickly as possible from Danville to Richmond, C. G. Talcott, Superintendent of the Richmond and Danville R. R. telegraphed the authorities in Richmond: "The transportation of 600 horses will require about 60 cars and will take all our freight trains two days. Our means of transportation are all needed for supplies destined for that city."†

At about the same date, in reply to a confidential inquiry from Secretary Seddon, Superintendent Whitcomb of the Virginia Central road—the main source of supply for General Lee's army as well as the forces operating in the Shenandoah Valley—said his company's available means of transportation were: at Gordonsville five locomotives and about 50 cars = 2500 men. Above Gordonsville and ordered to that point were three locomotives and 37 cars = 1850 men. In Richmond the company had two locomotives and 21 cars = 1050 men. These figures referred to the transportation of infantry alone, without heavy baggage or horses.†

The Virginia Central road, vitally important as it was, could only be operated with the greatest difficulty during the last year of the war. The Union forces were for a greater or lesser period of time, in possession of every station between Gordonsville and Richmond, except Hanover Junction, and every depot west of the Blue Ridge. In the several raids the enemy burned 7

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, p. 191.

† Official Records of the Civil War, Series I, Vol. 51, pp. 903 and 942.

water stations, 4 passenger houses, 4 freight houses, 1 engine house, 18 bridges of over 30 feet span, and many smaller ones. Over 18 miles of track were torn up and destroyed; 3 turntables, 36 cars, 2 locomotives, 20,000 crossties and a large amount of wood (fuel) were also burned.\*

It is undoubtedly true that the inability of the railroads to effect the Confederacy's domestic commerce was largely responsible for the rise in the prices of commodities of all kinds. Colonel Sims, head of the Railroad Bureau, worked unceasingly to improve transportation conditions. Among other things he urged that machinists and mechanics be released from the merciless conscription which was, as General Grant said, "robbing the cradle and the grave" in the Confederacy. But such was the need of men for the army in 1864 that the most the authorities would do was to grant "60-day details" for a few men which Colonel Sims thought practically useless. The latter also complained that many of his important recommendations remained unnoticed.† Another measure which was persistently urged, not only by Colonel Sims, but by Judge Campbell, Assistant Secretary of War, and Colonel Aurelius F. Cone, Assistant Quartermaster General, was the consolidation under one management of the three railroads between Richmond and Wilmington. Colonel Sims advised that the Government take over the companies with all their rolling stock, shops, machinery, tools, etc., just as they stood, paying an annual interest therefor of 12½ per cent and at the close of the war replacing the property in as good condition as when received. "Because the convenience of the roads is to a great extent consulted as in opposition to the urgent wants of the Government, we cannot anticipate that our condition will be in the slightest degree improved until summary, vigorous, and determined measures are enforced. . . . I shipped last week (Feb., 1864) to Atlanta for General Johnston's command 16200 bushels of meal, 1300 bushels of peas, 89000 pounds of bacon, 260 barrels of molasses, and a quantity of salt

\* Records of the Virginia Central R. R.

† Official Records of the Civil War, Series IV, Vol. III, p. 93.



beef. . . . Let conditions be relieved and Virginia will be abundantly supplied. . . .

"As our existence as a nation is dependent upon the efficiency and preservation of the Army, I may be pardoned for expressing the opinion that every other branch of the public defense should be subservient to that upon which we can alone rely."\*

Assistant Secretary of War Campbell in May, 1864, prepared a bill for Congress to pass, authorizing the seizure of all the railroads in the Confederacy, but with the spirit of opposition to government control prevailing in the South, and the many political influences brought to bear, the measure was soon "tabled."

After many vexatious difficulties, the much talked of Piedmont Railroad (previously mentioned), running from Danville, Virginia, to Greensborough, North Carolina, was opened for travel May 22, 1864, thus giving Richmond a second direct line of communication with the South. As it was the most important railroad built in the Confederacy during the war, a short description of the same will not be uninteresting. The Piedmont Railroad was 48 miles long, the heaviest grade coming northeast, sixty feet to the mile. In the opposite direction, that of least transportation, and, therefore, to no great disadvantage, the grade on a temporary track was 106 feet, the maximum permanent grade being only 68. The necessity of rock cutting, combined with the scarcity of blasting powder, led to the adoption of the temporary track.

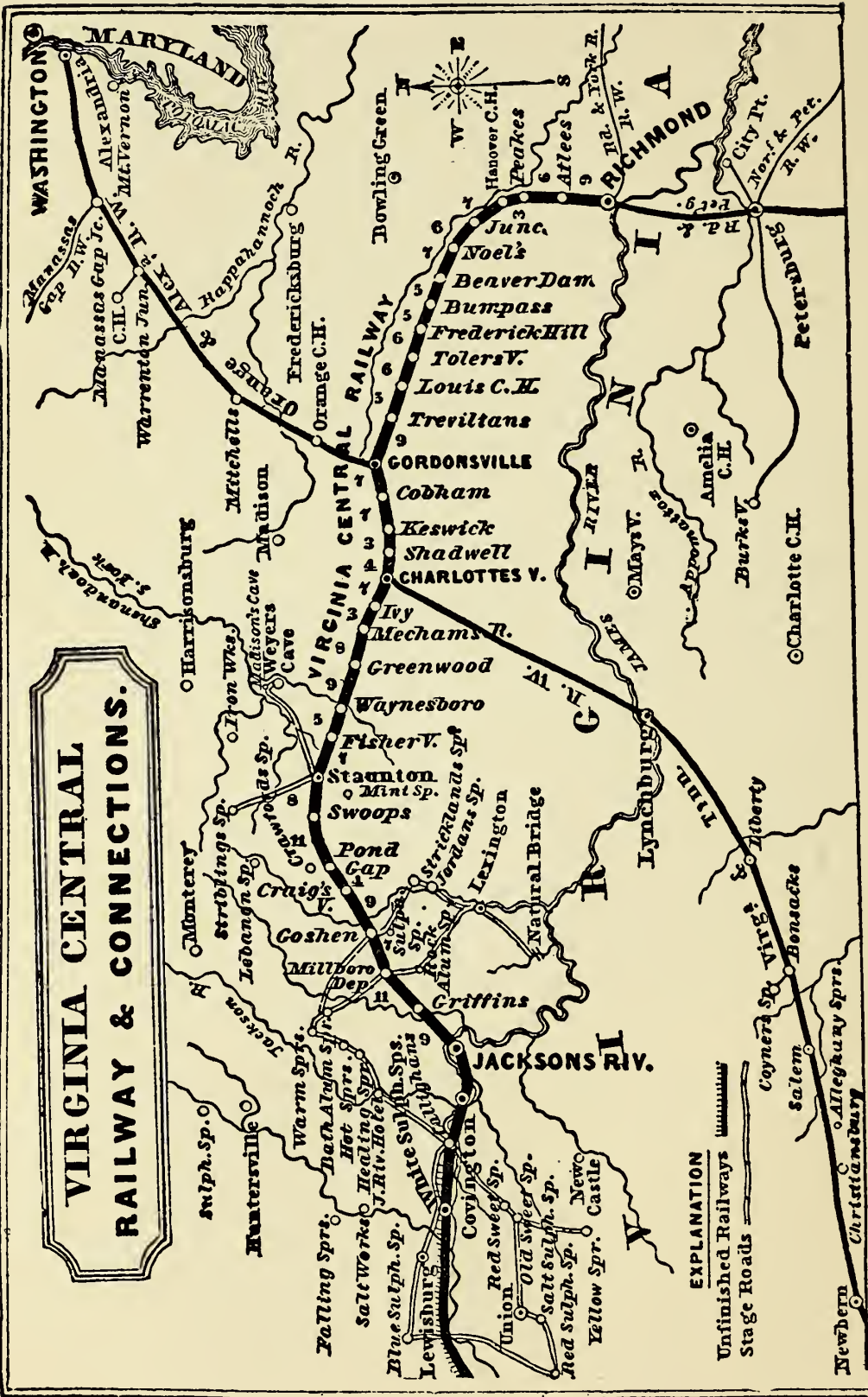
Colonel A. L. Rives, Acting Chief Engineer of the Confederate Army, reported that he "found the road thoroughly well and intelligently located and constructed, in consideration of the times, and the company's force, although not large, energetically and satisfactorily employed, under the immediate and constant direction of the chief engineer, Captain E. T. D. Myers (son of the former Quartermaster General Myers and grandson of

\* Official Records of the Civil War, Series IV, Vol. III, pp. 90 and 258.





# VIRGINIA CENTRAL RAILWAY & CONNECTIONS.



EXPLANATION  
 Unfinished Railways  
 Stage Roads

General E. Twiggs of the U. S. and C. S. Army) of the Engineer Corps.”\*

It is known, however, that the Piedmont road was weak and unreliable, as well as prolific in washouts and wrecks. Its tracks were those taken up from the Richmond and York River R. R., and the rolling stock was begged and borrowed from all the Virginia lines. In spite of all these defects the Piedmont R. R. was a great relief to the Confederate authorities, for just prior to its completion the Weldon R. R. had been cut in so many places and so frequently by the Union forces that Richmond was almost in a state of famine. Flour was selling at \$400 a barrel (Confederate currency), and meal at \$125 a bushel, but it was believed the hoarding speculators had an abundance of provisions hidden away. On July 1st, 1864, Custis Jones, son of J. B. Jones, the celebrated “War Clerk Diarist,” after severe service in the trenches defending Richmond, resolved on a little party at home. So, he ordered two saucers of ice cream—giving one of them, we are glad to note to his mother—costing \$6; quarter pound of coffee and two pounds of sugar, \$25; rice pudding, \$5; one pound sugar, \$10; two quarts of milk, \$5; total, \$51.† At about the same date Jones records that a pair of boots brought \$200; coats \$350 and trousers \$100.

Continued disasters to the armies, and suffering by the Southern people at home naturally brought about an intense longing for peace. From that to Anti-Confederate Peace Leagues, there was but one step. Colonel and Assistant Adjutant General W. W. Walter, sent especially to Alabama to investigate the situation, made the following alarming report (May 8th, 1864): “Mr. Burke, who joined the Society for the purpose of disclosing its secrets, became alarmed for his safety and has left this region of the country. . . . I am satisfied that the Society embraces more than half the adult males of Randolph, Coosa, and Tallapoosa Counties, a large number in Calhoun and Talladega Counties, and a considerable membership in some of the other counties in

\* Official Records of the Civil War, Series IV, Vol. III, p. 392.

† Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, p. 242.



Alabama. It extends into portions of Georgia. . . . Its general designation is the Peace Society. I am inclined to the belief that no action will be taken by its leaders so long as our armies are victorious; but should great disasters befall us, the widespread distrust which marked the past winter would ripen into treason, and find in this Society an organization that would prove disastrous to our cause . . .”\*

John Tyler, Jr., son of President Tyler, and an official of the Confederate War Department, voiced his discouragement and disgust of the situation the Confederacy found itself, in a prophetic letter dated June 11, 1864, to General Sterling Price commanding in Arkansas: “. . . Grant is impreguably intrenched and has perfectly secured his base at the White House on the Pamunkey. From this position he will be enabled to complete securely all his arrangements for the future in regard to the south side movement. . . . With one West Point fool as Commissary General (Colonel L. B. Northrup), and with another West Point fool and knave as Adjutant General and senior General of the Army (Samuel Cooper), neither of whom ever commanded a company or saw a musket fired in the field, and the last of whom is a Yankee by birth, by blood, by parentage, and by education, and with yet another West Pointer of . . . malignant heart and incompetent head (General Braxton Bragg), who, by his stupendous military blunders, has done more than any and all others combined to place the country beneath the heel of the enemy, foisted by favoritism against the proclaimed wishes of the country and the soldiery into the chief command of the armies.

“With still another West Point pigmy (General John C. Pemberton), only remarkable for having the ability to complete at Vicksburg that which his notorious coadjutor initiated in Kentucky and Tennessee, as commander of all the artillery of the Richmond defenses; and with a country to the north and east of Richmond utterly ravished and despoiled, even to the last negro slave and the last morsel of food, should Grant now

\* Official Records of the Civil War, Series IV, Vol. III, pp. 393-94.

succeed in getting to the south of Richmond . . . and from that position enveloping both our army and our people here in starvation, I do not see what can extricate us but God.

"The West Pointers have indeed counseled and generated us to the verge of death itself . . . But in addition now no liberty remains to the citizen. . . . The civil code may be regarded as suspended and the military code enacted in its place . . . through the immolation of habeas corpus. . . . I demand a common fate for general as for soldier, for legislator as for citizen. I am willing to perish, but the West Pointer must perish with me, since he has led me to the grave."\*

At this time the Confederate Government was making strenuous efforts to keep the railroads in running order. Many locomotives disabled by reason of broken crank axles were sent to the Naval Station at Charlotte, North Carolina, for repairs. Apparently this was the only place in the South where such new forgings could then be made, but even so, Chief Engineer H. Ashton Ramsay, C. S. N., reported that the establishment was greatly hampered owing to the lack of skilled mechanics.† General Jeremy F. Gilmer, Chief Engineer of the Confederate Army, in August, 1864, called attention to the condition of the Wilmington and Manchester (North Carolina) R. R., "the importance of which it is difficult to estimate."

This road he thought was in an unsafe condition for lack of new iron and advised that the tracks of the Wilmington and Charlotte R. R. be taken up to repair the former line. This measure though often recommended was but seldom carried into effect. The companies who were to be despoiled naturally protested vigorously and this added to political influence generally served to carry the day for them.

J. B. Jones in his well known "Diary," partaking of the general bitterness of feeling attending the last days of the Confederacy, and worried by the fear of defeat recorded on December 21, 1864: "We are at the mercy

\* Official Records of the Civil War, Series I, Vol. 51, p. 1005.

† Official Records of the Civil War, Series IV, Vol. III, p. 520.



of the quartermasters, commissaries, railroad companies and the Southern Express Company. The President and Secretary either cannot or will not break our shackles.”\* A newspaper editorial at this same period accused the “greedy and rapacious railroads” of charging fares and freight at the rate of 18 and 20 cents per mile, and paying dividends of 30 to 60 per cent per annum.† That these statements were rather excessive, however, is shown by the fact that only a few months before (September, 1864), Colonel Sims, Superintendent of the Railroad Bureau, affirmed that the Government was only charged from 5 to 7½ cents per mile for troops, or about twice “peace prices,” and on freights in about the same ratio. These rates he considered not excessive, but on the contrary extremely liberal. Transportation by rail, Colonel Sims said, was beyond all question rendered to the Government at lower rates than anything else in the Confederacy.

Some idea of the difficulty of running a railroad in the South during the war may be had from the following account of the Petersburg R. R., running from Petersburg, Virginia, to Weldon, North Carolina (a part of the north-south trunk line) and derived from “*The History of the Atlantic Coast Line Railroad*”:

In 1864 conditions became desperate. Rates were increased, but an increase in rates meant little when the receipts were in Confederate money. Receipts for 1863 were over \$1,000,000, for 1865 nearly \$2,000,000. Toward the close of the war rolling stock became so scarce that the cars were in constant use, and no time was given to clean them, to say nothing of making repairs. Passenger cars were taken off the Petersburg and used on other roads; when finally returned the seats were frequently broken, and cushions, stoves, lamps, dippers, water-coolers were all carried off by the soldiers for private use. It was stated by an officer of the company that more harm was done a car on one of these trips than came from a whole year's use before the war. In order to accommodate the great crowds of soldiers the

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, p. 361.

† Official Records of the Civil War, Series IV, Vol. III, p. 617.

ordinary water-coolers in use earlier in the history of the road were replaced by large casks. Soldiers would not take time to use the casks, but dipped their canteens into the top, and as a result the water soon became too dirty to use. Passengers then emptied the water, inverted the casks for seats, and the servants were not allowed to refill them during the remainder of the trip. The condition became so serious that attempts were made to run the blockade with cotton to be exchanged for much needed supplies. A few of these attempts were successful and some supplies came in, but not enough to be of any great benefit.

Up to the summer of 1864 the Confederate army was able to protect its north and south line of communication from the attack of the enemy. The difficulties which the road met came from sheer inability to repair the deterioration caused by excessively heavy traffic and abuse at the hands of its friends. In May of this year the Confederates were no longer able to ward off attacks; and on the 6th of the month the Federal forces reached the line at Stony Creek, burned the bridges, cars, and buildings and tore up a mile and a half of track. This damage was repaired as soon as possible and trains resumed their regular trips on May 19. Another attack was made on June 21. The cavalry divided into parties and tore up the track at a number of points. At the same time the infantry tore up about four miles. Repairs were again made and trains ran as usual till August 17 when the enemy got possession of the whole northern end of the line. Again in December attacks were made farther south, and thirty-two miles, more than half of the road, were entirely destroyed. Trains continued to run on that part of the road just north of Weldon for the benefit of the Confederate government. When Petersburg was evacuated in April, 1865, all the rolling stock was carried to the south side of the Roanoke River; and when it seemed that the bridge at Weldon and the rolling stock collected there would be burned, the cars and engines were all floated across to the north side of the Roanoke at Gaston. The collapse was complete.

In June after Lee's surrender the road was turned over



to the company by the Federal government and the tremendous task of reconstructing it was begun. The company as such had no credit and the only way it could secure funds was on the individual security of its various stockholders. The Adams and Southern Express Companies loaned \$70,000 which the road was to repay within four years by hauling packages and freight for them at a reasonable rate. Squads of workmen were put on the road at both ends in July, and by the middle of August it was possible for trains to pass over the whole length of the line. Yet it was in a very poor condition owing to the fact that it was impossible to make old rails which had been straightened lie so as to form a level track. The repairing of the track was only one of the difficulties which had to be met. The financial situation was even more serious and never improved until the road underwent a reorganization.\*

As showing the great importance of the railways during the Civil War, it may be said that the Confederate invasion of Tennessee late in 1864 failed largely because the railways could not keep the army supplied. After the fall of Atlanta in September, 1864, General John B. Hood commanding the Confederate army had changed his base of operations, first to Jonesboro', then to Jacksonville, Alabama. When he decided to invade Tennessee, another change of base, to Tuscumbia, Alabama, on the Memphis and Charleston Railroad, became necessary.

But the railroads were in a very dilapidated condition, especially the Mobile and Ohio from Okalona to Corinth. So was the road from Corinth to Cherokee, near Tuscumbia. For a long period it had been but little used, and meantime it had been greatly injured by both armies. L. J. Fleming, Chief Engineer and Superintendent of the Mobile and Ohio Railroad, warned Generals Beauregard and Hood that he feared they had greatly overestimated the capacity and condition of his road to transport supplies for the Southern forces. Most of the bridges between Corinth and Okalona had been destroyed and then only patched up for temporary use

\* History of the Atlantic Coast Line Railroad, by H. D. Dozier, pp. 108-110.

and were liable to be swept away by the winter freshets. The crossties were so much decayed that three trains had run off the track in one week.\* The Mississippi Central Railroad, another important factor in supplying the Confederate army in Tennessee, was reported by its President (W. Goodman) to be in such condition that it could not be operated at all unless twenty or thirty negro hands and shovels (which could not be bought or hired) be impressed for two or three months to repair the road.†

Probably no measure of President Davis's administration has been as much criticized as his order of July 17, 1864, relieving General Joseph E. Johnston from the command of the army in front of Atlanta, and placing General John B. Hood in his stead. Yet the various critics and historians do not seem to realize the tremendous pressure brought to bear on Mr. Davis to remove Johnston, especially from the Georgia politicians and press. These had seen first with uneasiness, then with panic stricken fear, the Confederate army gradually retreating without offering decisive battle, a distance of 150 miles into the very heart of Georgia, the granary of the South; Atlanta, the seat of arsenals and workshops, the centre of a net of important railroads; a city which after Richmond was of the greatest importance to the Confederacy, seemed menaced.

Sixty-five years after the event, in the quiet seclusion of one's study, with the Official Records before one, it is easy to see that the interests of the South would have been best served by the retention of General Johnston in command of the army, but in the heat and stress of war times, the wonder is not that leaders and generals made so many mistakes, but that they committed so few.

Neither has General Hood been given due credit. He was really a better leader than is usually supposed. Hood's plans for the two battles of Atlanta, July 20th and 22d, 1864, were well conceived, but the trouble was that he was not properly supported by some of his generals, particularly Hardee, many years Hood's senior

\* Life of General Beauregard, by Alfred Roman, Vol. II, p. 292, and, Advance and Retreat, by Gen. J. B. Hood, p. 272.

† Official Records of the Civil War, Series IV, Vol. III, p. 478.



and who was jealous because the former had been "jumped" over his head.

Another and most important factor in the situation and one for which Mr. Davis was largely to blame, was that General Hood in 1864 was not physically capable of managing a large army. He had practically lost the use of one of his arms at Gettysburg, and in the battle of Chickamauga was again badly wounded, necessitating the amputation of one of his legs close to the hip, so that it was difficult for him to ride a horse. In spite of these hindrances, however, at Spring Hill, Tennessee, on November 30th, 1864, General Hood's plans were again well laid and he came within an ace of badly defeating General Schofield's retreating Union army, and would have done so but for the "absence" of General Cheatham, another of his corps commanders.\*

It is interesting to give General Sherman's opinion of his opponent: "Returning from Cleveland on the train from the dedication of the Garfield Memorial, in May, 1890 (Hon. Thomas L. James) and Mrs. James found ourselves in company with General Sherman as a fellow traveller. . . . Mrs. James then asked him where he placed Hood as a soldier—if he ranked anywhere near Johnston and Longstreet. 'No, madam,' energetically replied General Sherman, 'I don't; still he always gave me a great deal of trouble and annoyance when he was in front of me. For, madam, there is no telling what such a fellow will do.'"<sup>†</sup>

General John M. Schofield, the well known corps commander during the Civil War and afterwards (1888-95) commander-in-chief of the army, was a classmate (graduating in 1853) of General Hood at West Point. His opinion of him is as follows: "John B. Hood was a jolly good fellow, a little discouraged at first by unexpected

\* After the war, General Hood married and settled down in New Orleans in the insurance business. He had a large family, including one or more sets of twins. During the yellow fever epidemic of August, 1879, General Hood, his wife and several of their children died of this disease. The rest of the family were brought up by people of means in the South.

† Life of General George H. Thomas, by Professor Henry Coppée, LL.D., p. 320 (note).

## SALEM TOWN RECORDS.

(Continued from Volume LXII, page 192.)

Att a meeting of the selectmen Aprill 26<sup>th</sup> 81 being present M<sup>r</sup> Edm<sup>o</sup> Batter Cap<sup>t</sup> Jo Corwin L<sup>t</sup> Jo Puttnam M<sup>r</sup> Israell Porter & Jo Hathorne

Abated Thomas Howard all his rates to Cons<sup>t</sup> daniell Andrewes

Att a meeting of the freemen May 4<sup>th</sup> 1681

Voated that two deputyes shall bee chosen to attend the Gen<sup>l</sup> Courte

Voated that y<sup>e</sup> deputyes chosen shall bee for the whole yeare

Chosen for Deputyes to attend the Gen<sup>l</sup> Courte for this yeare is m<sup>r</sup> Edm<sup>o</sup> Batter & m<sup>r</sup> Sam<sup>l</sup> gardner sen<sup>r</sup>

Att a meeting of the Select men May 4<sup>th</sup> 1681 being present m<sup>r</sup> Edm<sup>o</sup> Batter Cap<sup>t</sup> Jo Corwin Cap<sup>t</sup> W<sup>m</sup> Browne L<sup>t</sup> Jo Putnam & Jo Hathorne

M<sup>rs</sup> Willowbey is seated in the pew wheare M<sup>rs</sup> grafton did sitt & wheare M<sup>rs</sup> Lindoll & m<sup>rs</sup> Hurse now sitts, and m<sup>rs</sup> grafton in the pew wheare m<sup>rs</sup> Hathorne & m<sup>rs</sup> Higginsons sitts, which is also consented to ||& agreed upon|| by the Committee y<sup>t</sup> ware chosen for the Building of y<sup>e</sup> meet<sup>g</sup> house also

haveing Rec<sup>d</sup> a petition from the inhabitants of Wenham dated 26:2 m<sup>o</sup> 1681 which being directed to the select men & inhabitants of the towne of Salem wee doe order y<sup>t</sup> the petition shall bee read att y<sup>e</sup> next towne meeting and Wenham men shall have tymely notice given them thereof, y<sup>t</sup> thay may bee att y<sup>e</sup> meeting ef thay shall see Occation

[30] 21:11:80 35 sh due

Res<sup>ed</sup> of En<sup>s</sup> Nath<sup>l</sup> felton for himselfe and sonne Jo: who hath agreed with Edw flint for his p<sup>t</sup> the summe of

5<sup>s</sup>: 6<sup>d</sup>

Res ffr. Nurce

2<sup>s</sup>: 9<sup>d</sup>

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8. 3

Res m<sup>r</sup> Jn<sup>o</sup> Cromwell for himselfe & Jn<sup>o</sup> Pease sen<sup>r</sup> 5 : 6



Res<sup>ed</sup> Isaac Cook for himselfe An<sup>t</sup> Buxton Sam<sup>l</sup>  
 Aburne Jn<sup>o</sup> Tomkins Jun W<sup>m</sup> Osburn Step. Small  
 & Jer Neale all seaven 19<sup>s</sup>  
 Res Jo: Bullock 2. 9  


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 35 : 6

March for select men 1680/81

Mr Bar <sup>th</sup> Gedney	27	Cap <sup>t</sup> Jo. Price	24
Mr Jon Corwin	27	Cap <sup>t</sup> Jo. Corwin	30
Mr Jo Higginson	15	Mr Tym <sup>o</sup> Lindoll	25
L <sup>t</sup> Jo: Puttnam	32	Cap <sup>t</sup> W <sup>m</sup> Browne	47
Mr Edm <sup>o</sup> Batter	29	Mr Ph Cromwell	20
Cap <sup>t</sup> Jo. Price	—	Israell Porter	34
Jo. Hathorne	55	Sam <sup>l</sup> Gardner sen <sup>r</sup>	30

Att a meeting of selectmen 1 Dec<sup>r</sup> 81

[chosen for Tythingmen]

Const<sup>t</sup> Jos. Horns devisiion

{Mr Rob: Kitching:

{Sam<sup>l</sup> Shadock

Const<sup>t</sup> Prithritch devisiion

{Thomas flint

{old m<sup>r</sup> Boyden

Const<sup>t</sup> Jo Rogers devisiion

{Mr Benj. Gerrish

{Benj. Small

Const<sup>t</sup> Gilbert Tapleys devisiion

{George Hodges

{Jo Maskoll sen<sup>r</sup>

Const<sup>t</sup> Jon<sup>a</sup> Walcotts devisiion

{Daniell Andrew

{Dan<sup>l</sup> Rea

Const<sup>t</sup> Vzall Wardells devisiion

{Rob: fuller

{W<sup>m</sup> Osburne

[31] Att a met<sup>ng</sup> of the Select men 24:12:1680

Agreed with Rich<sup>d</sup> Stackhouse that hee shall Keepe  
 the ferry goeing Over to Beverly for & dureing the *the*  
 space of five Yeares to begin the nineteenth day of the  
 12<sup>mo</sup> 1680 and to end 19<sup>th</sup> of february 1685

And the Sayd Rich<sup>d</sup> stackhouse doth Engage himselfe  
 his heires Execut<sup>rs</sup> admin<sup>rs</sup> & Assignes that hee will suf-

ficiently Keepe the sayd fferry with Boats & hands as Occation shall require and that hee and thay shall truly paye or cause to bee pd unto the Selectmen of the towne of Salem for the use of ||a gramer scoole for|| the just & full summe of three pounds in Currant money or N. E<sup>d</sup> p annum; to bee payd yearely upon the 19th day of feb<sup>r</sup> or before; besides three pound in money to bee payd att or before the first day of June next ensu<sup>s</sup> the date heareof which being y<sup>e</sup> 19<sup>th</sup> day of feb 1680 and this agreement is fulley accepted by the s<sup>d</sup> R. S. and the towne cleare of all former demands or dues whatsoever or any charge att or concerning the ferry.

10<sup>d</sup>(<sup>ay</sup>) to be ringed & yoaked

y<sup>e</sup> Order to begin 15<sup>d</sup>(<sup>ay</sup>) to kill & slay

hogg Const<sup>t</sup> Jo: Simpson

Jer<sup>e</sup>: Rogers

Jos: Gray

Tho: Vealey

ffran<sup>cs</sup> Collins

Jo: Wilkinson

Bridgett Olliver haveing desired advice from the select men of Salem for the selling of a small p<sup>r</sup>cell of land aboute two pole more or less lying on the back syde of her house for the releiving of her Nessesyty in order to her present supply hath advice granted from sd selectmen of Salem to bridgett Olliver for y<sup>e</sup> sale of the land afore-sayd unto m<sup>r</sup> Dan<sup>l</sup> Epps scoolmaster Salem 9<sup>th</sup> Aprill 1681

Itt is mutually agreed Betwene the Select men of the  
[32] Michael Spencer

this knowledge is to hard for mee

Jo. Swinerton desires his case may be propounded

Nesesyty hath noe law

Doctor John Browne

Sam<sup>l</sup> Gardner Jun<sup>r</sup>

M<sup>r</sup> Jn<sup>o</sup> Ruck

Edw fflint

Rob ffuller

M<sup>r</sup> Rob Kitching

Sam<sup>ll</sup> Auburne

Nath Ingersall

An<sup>t</sup> Buxton

Jn<sup>o</sup> Marston

Elias Mason

Uzall Wardle

Jos: Rea



Jn<sup>o</sup> Williams

Jn<sup>o</sup> Horne

Jury of Tryalls all Chosen

## Chosen Grand Jury

[32-36 are duplicated records]

[37] The Constables of the Towne of Salem are Debt  
Imp<sup>r</sup>: const<sup>t</sup> Jona<sup>t</sup> Walcott is D<sup>r</sup>

To his proportion of the minesters rate to bee  
payd in money to m<sup>r</sup> Veren 40<sup>s</sup> w<sup>ch</sup> in  
paye is

3:

To 5 coard wood to bee dd m<sup>r</sup> Higginson

2:

To y<sup>e</sup> overplus of m<sup>r</sup> rate

**1:12: 0**

6:12: 0

To his proportion of Country rate to bee payd  
the treasur<sup>r</sup> in money  $2^1:10^s:00^d$

To his overplus of Country rate 0 : 18 : 6

3 : 08 : 6

3:08:06

10<sup>1</sup>:00: 6

Const<sup>t</sup> Uzall Wardell D<sup>r</sup>

To his proportion of m<sup>r</sup> rate to y<sup>e</sup> deacons in  
money 12<sup>l</sup> which in paye is

18:00:00

To 8 coard wood to bee dd m<sup>r</sup> Higginson

03:04:00

To  $y^e$  overpluss of  $y^e$  m<sup>r</sup> rate

04:08:00

25:12:00

To his proportion of Country rate to bee payd  
v<sup>e</sup> treasu<sup>r</sup> in money 2:10:00

To his overpluss of County rate 0:16:08

3 : 06 : 08

3 : 06 : 08

28:18:08

Const<sup>t</sup> Gilbert Tapley D<sup>r</sup>

To his proportion of the m<sup>r</sup> rate to y<sup>e</sup> deacons  
in money 22<sup>l</sup> which in paye is

33:00:00

To 8 coard wood to bee dd m<sup>r</sup> Higginson

03:04:00

To:  $y^e$  overpluss of  $y^e$   $m^r$  rate

08:16:00

45:00:00

To his proportion of Country rate to bee payd		
y <sup>e</sup> treasur <sup>r</sup> in money	3: 00: 00	
To y <sup>e</sup> overplus Co: rate	1: 07: 06	
	<hr/>	
	4: 7: 06	4: 07: 06
		<hr/>
		49: 7: 06

Const<sup>t</sup> Jo: Rogers is D<sup>r</sup>

To: his proportion of m <sup>r</sup> rate to y <sup>e</sup> deacons in	
money 22 <sup>li</sup> which in paye is 33 <sup>l</sup>	33: 00: 00
To: 7 coard wood to bee dd m <sup>r</sup> Higginson	02: 16: 00
To: ye overpluss of ye m <sup>r</sup> rate	07: 07: 00
	<hr/>
	43: 03: 00

To: his proportion of country rate to bee payd	
y <sup>e</sup> treasur <sup>r</sup> in money	3: 00: 00
To y <sup>e</sup> overpluss Co. rate	1: 08: 00
	<hr/>
	04: 08: 00
	<hr/>
	47: 11: 00

Const<sup>t</sup> Rich Prithritch is Dr

To his proportion of m <sup>r</sup> rate to y <sup>e</sup> deacons in	
money 21 <sup>l</sup> which in paye is	31: 10: 00
To: 6 coarde wood to bee dd m <sup>r</sup> Higginson	02: 08: 00
To: y <sup>e</sup> overpluss of y <sup>e</sup> m <sup>r</sup> rate	05: 03: 00
	<hr/>
	39: 01: 00

To his proportion of Country rate to bee payd	
y <sup>e</sup> Treasur <sup>r</sup> in money	3: 0: 0
To overplus of Co: rate	1: 2: 9
	<hr/>
	04: 02: 09
	<hr/>
	43: 03: 09

Const<sup>t</sup> Joseph Horne is D<sup>r</sup>

To his proportion of m <sup>r</sup> rate to y <sup>e</sup> deacons in	
money 21 <sup>l</sup> which in paye is	31: 10: 00
To: 6 coard wood to bee dd m <sup>r</sup> Higginson	02: 08: 00
To: y <sup>e</sup> overpluss of m <sup>r</sup> rate	05: 11: 06
	<hr/>
	39: 09: 06



To his proportion of y<sup>e</sup> Country rate to bee  
     payd y<sup>e</sup> Treasur<sup>r</sup> in money      2:12:11  
 To y<sup>e</sup> overpluss Co: rate      1:07:10

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4:00: 9      04:00:09

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43:10:03

Att a meeting of the Select men 31 May 1681 being present m<sup>r</sup> Edm<sup>o</sup> Batter L<sup>t</sup> Jo Puttnam m<sup>r</sup> Jer Porter and John Hathorne

Ordered that there shall bee a towne meeting held upon the 9 day of June being Thursday for choyce of a jury of Tryalls to attend the next Courte att Salem; Likewise to consider of a petition from Wenham selectmen ||in behalfe of there towne|| to y<sup>e</sup> Inhabitants of Salem

Ordered y<sup>t</sup> there shall bee a high way layd out for the use of the Inhabitants of Royall syde and L<sup>t</sup> Jo. Puttnam m<sup>r</sup> Israelle Porter & Jos Herrick ||or any 2 of them|| are apoynted Impow<sup>rd</sup> & desired to laye itt out as itt may bee most sutable & Convenyent for the Inhabitants thereof and to aprize the same & make returne ||thereof|| to the Select men

Abated Jo Ingersall sen<sup>r</sup> 2<sup>s</sup> out of his minesters rate.

Abated Jer Meachum sen<sup>r</sup> 4<sup>s</sup> 6<sup>d</sup> out of his minesters rate & six pence out of his Country rate w<sup>ch</sup> Kallim Mack<sup>r</sup> is rated having hired m<sup>r</sup> Jn<sup>o</sup> [—] farme which meachum formerly had

Abated Widow Hill 13<sup>s</sup> 4<sup>d</sup> which shee was rated last yeare in Const Jn<sup>o</sup> Batcheldors ward

granted Libertye to Samuell ropes and several others to build a seate in the meeting house above the galery one the West syde not prejudiceing the way.

L<sup>t</sup> John Puttnam & m<sup>r</sup> Israell [—] are chosen & Impowred to vew & lay out to Hump case a small percell of Land to build a shop upon according to his grant att a Towne meeting aprill 11<sup>th</sup> 81

M<sup>r</sup> Edm<sup>o</sup> Batter & Jo Hathorne are chosen & Impowred to agree with Gilbert Tapley for a spring of water & the land adjoyning thereon for the Benefitts & use of the Towne & to paye him for itt in Land of the Towne on the

Back Syde of his owne Land according as thay can agree with him for itt agreable to an Order of the towne March 15<sup>th</sup> 1679/80

Ordered that m<sup>r</sup> Rob. Kitchings wife shall have lib-ertye to sitt in the first seate of y<sup>e</sup> womens behind the pews

[39] Att a Towne meeting June 9<sup>th</sup> 1681 chosen to searve upon the jury of Tryalls for the next county courte

M<sup>r</sup> Tho Gardner jun<sup>r</sup>

Manases Marston

Jos Herrick

W<sup>m</sup> Boudich

Edm<sup>o</sup>: feveryeare

David Phipeney

Ezek Chevers

Voated that the whole matter relating to the settleing of Bounds betweene Salem & Wenham is left to the Select men of the towne

Att a meeting of the selectmen 9 June 81 all being present

m<sup>r</sup> Edw. flint m<sup>r</sup> Tho flint & m<sup>r</sup> Jo. Bullock are chosen & Impowred to prosecute all the lawes of the country & orders of the Towne, relating to horse kind for this yeare

Att a meeting of the selectmen June 24<sup>th</sup> 1681 being present m<sup>r</sup> Edm<sup>o</sup> Batter Cap<sup>t</sup> Jo Corwin m<sup>r</sup> Jo. Puttnam m<sup>r</sup> Israell Porter & Jo. Hathorne

L<sup>t</sup> Jo. Puttnam & m<sup>r</sup> Israell Porter are chosen and heareby fulley Impowred to prosecute the action or case betweene Salem & Wenham, relating to m<sup>r</sup> Joseph Porter concerning rates distrained from him or Intended to bee levied by the const<sup>t</sup> of Wenham

George Deane, Came before the selectmen & freely Consented to, and desired of the selectmen to determine & fulley conclude the contriversary betweene Tho maule & himselfe concerning the land sould by the sayd Deane to Tho: Maule & promiseth & engages himselfe to stand to there determination therein and that itt shall bee a full conclution of y<sup>e</sup> sd contriversary upon which Thomas Maule promised to lett fall the action now in hand concerning itt: and also stand to there determination



Att a meeting of the selectmen 11 5<sup>mo</sup> 81 being present  
m<sup>r</sup> Edm<sup>o</sup> Batter m<sup>r</sup> Sam<sup>l</sup> Gardner sen<sup>r</sup> L<sup>t</sup> Jo. Puttnam  
m<sup>r</sup> Israell Porter & Jo. Hathorne

Itt is ordered y<sup>t</sup> L<sup>t</sup> Jo Puttnam & m<sup>r</sup> Israell Porter  
who ware chosen & Impowred to prosecute the case or  
action betweene Salem & Wenham, concerning rates dis-  
trained from m<sup>r</sup> Jos Porter by Sam<sup>l</sup> Moulton Con<sup>st</sup> of  
Wenham shall have power to prosecute the same in be-  
halfe of the towne from Courte to Courte as there may  
bee Occation & the Whole charge thereof shall bee payd  
by the towne

[40] Cons<sup>t</sup> Daniell Andrew is Cred<sup>r</sup>  
May 14 1681

Pr a Rec<sup>rt</sup> from m<sup>r</sup> Jo Hull Treasur<sup>r</sup>  
23<sup>l</sup> in ||or as|| money only hee hath alredy  
Cred<sup>r</sup> for p<sup>t</sup> of itt viz  $\text{£}$  docter barton  
6.7<sup>s</sup> & by W<sup>m</sup> Waineright 1<sup>l</sup> 16.6<sup>d</sup> soe  
that there remaines

14:06:06

P to his acc<sup>o</sup>

Att a meeting of the select men 22:6:81 being pres-  
ent m<sup>r</sup> Edm<sup>o</sup> Batter Cap W<sup>m</sup> Browne m<sup>r</sup> Sam<sup>l</sup> Gardner  
& Jo: Hathorne

L<sup>t</sup> Jo. Pickering & manases marston Overseeres of  
||y<sup>e</sup> fences in|| the south feild complained against Rich-  
ard Rouland for not making up his proportion of the s<sup>d</sup>  
Gen<sup>l</sup> fence which is Eighteene poles & a  $\frac{1}{2}$  And Edw  
fflint & Jo Horne Evidencing that L<sup>t</sup> Jo. Pickering hath  
well & substantiall made the Same and according to there  
Estimation is well worth 3<sup>s</sup> 6<sup>d</sup>  $\text{£}$  rod the Selectmen there-  
upon grant Warrant to the Cons<sup>t</sup> to levy the charge upon  
his Estate according to law pa. 19 Title fences—the  
summe being according to law dubled makes six pound  
9<sup>s</sup> 6<sup>d</sup> without ading anything for other charges.

Tho: Gold is abated three shillings out of his minesters  
rate this yeare

M<sup>r</sup> Edm<sup>o</sup> Batter is desired in the name of the Select-  
men to warne Jacob Maning not to sitt any more in y<sup>e</sup>  
fore gallery of the meeting house, thereby keeping out  
others unto whome the place belongs

Att a meeting of the Select men August 23<sup>th</sup> 81 being present m<sup>r</sup> Edm<sup>o</sup> Batter Cap<sup>t</sup> W<sup>m</sup> Browne m<sup>r</sup> Sam<sup>l</sup> Gardner & John Hathorne

The Selectmen in behalfe of the towne have agreed with L<sup>t</sup> Jer. Neale to claboard the meeting house & finish the same well & sufficiently att or before the last of October next ensueing the date heareof for which hee is to have six shillings  $\text{₥}$  One thurd p<sup>t</sup> thereof payd him in money. One thurd in provisions and the Other thurd in goods the above s<sup>d</sup> Jer Neale finding scaffolding and all ||other|| things Nessesary for the doeing of the s<sup>d</sup> worke; Except<sup>t</sup> Nayles also the use of Two Hundred of boardes whilest hee is aboute the worke and hee to returne y<sup>e</sup> boards againe when y<sup>e</sup> work is donne.

[41] M<sup>r</sup> John Higginson his acc<sup>o</sup> of rent res<sup>d</sup> for the Town in y<sup>e</sup> yeare 1678 for w<sup>ch</sup> the towne is cred<sup>r</sup> Imp<sup>r</sup> Rec<sup>d</sup> from Jo. Green Jo Batchelder

Jo: Leach & comp	
for Rent of roy <sup>l</sup> syde 78	20:00:00
Rec <sup>d</sup> from Cap Geo Corwin for rent of the	
Misery Isld <sup>s</sup> 78	03:00:00
Rec <sup>d</sup> from m <sup>r</sup> Jo Turner for rent of Backers	
Is <sup>d</sup> 78	03:00:00
	<hr/>
	26:00:00

The Towne D <sup>r</sup> to m <sup>r</sup> Jo: Higginson p <sup>d</sup> out	
of y <sup>e</sup> rents Imp <sup>r</sup> : payd m <sup>r</sup> Daniell Epes	
for the Ballance of his halfe yeares scholing	
from y <sup>e</sup> 10 <sup>th</sup> august 78 to 10 <sup>th</sup> feb	
1678	12:00:00
payd m <sup>r</sup> Daniell Epes 24:8:79 for the Bal-	
lance of his halfe yeares scholeing from	
feb 10 <sup>th</sup> 78 to August 10 <sup>th</sup> 1679	10:14:00
payd John Hathorne for the use of the gram-	
mer schole the ball <sup>ce</sup> being	3:06:00
	<hr/>
	26:00:00

Reckoned with m<sup>r</sup> Jo. Higginson the 24<sup>th</sup>.  
August 1681 and the acc<sup>o</sup> of rents Ballanced



Att a Towne Meeting 29<sup>th</sup> 6 m<sup>o</sup> 81

Cap Jo: Price is chosen Commision<sup>r</sup> or Eight man & Voate of the towne

Att a meeting of the Select men & Commis<sup>r</sup> or 8 man By vertue of a warrant from the Country treasur<sup>r</sup> to take a list of all male persons with an Estimation of Estates, & to make returne to there sheire towne

Wee make returne thereof as followeth viz: three Hundred & tenn heads or male persons and the Estates of the towne amounting to fourty one pounds according to law which makes in the whole sixtey six pounds sixteene shillings & eight pence this is posted forward

John Hathorne requests the towne to grant him aboute twenty foure foote of Land in lenth & aboute foureteene foote in bredth (to sett a ware house upon, att the N end of m<sup>r</sup> Batters warehouse) and soe downewards to the run of water for a conveniency of a wharfe, and the sayd Hathorne doth ingage to maintaine a high way before the warehouse; his request is granted by a voate of the towne and itt is left to the select men to laye out to him what may bee convenient there.

John Price desires the towne would please to grant there interests in the land upon which his warehouse now stands next to m<sup>r</sup> Batters warehouse, with the wharfe thereunto belonging & the sayd Price doth ingage to mayntaine a sufficient highway upon the same, which request of his is granted & Voate of the towne

[42] Voated that the towne grants there Interest in the land upon which Cap<sup>t</sup> George Corwins & m<sup>r</sup> Edm<sup>o</sup> Batters Warehouses now stands with the wharfes there unto belonging Cap<sup>t</sup> Corwine & m<sup>r</sup> Batter maintaining a sufficient highway upon the same

W<sup>m</sup> Browne jun<sup>r</sup> desires the towne would grant him there Interest in the cove against his fathers house with soe much roome up ||from|| the cove as may bee conveniently spared without dammage to the towne and the sayd Browne to wharfe against the cove and to leave a sufficient cartwaye to itt; and the towne to have wharf-edge free theere, and the same to bee wharfed within three yeares or the grant to bee Voyde, which is left to

the select men to vew & lay out to him according as thay shall Judge Sutable as  $\text{¶}$  Voate of the towne

Voated that L<sup>t</sup> Jer<sup>h</sup> Neales petition concerning Land is left to the selectmen to Vew, and if thay finde hee hath not Rec<sup>d</sup> Sattisfaction for that land layd downe by his father; in y<sup>e</sup> lane which hee incloased of y<sup>e</sup> Townes betweene m<sup>r</sup> Gidneys pastore & his land, then to give him in land besides the lane; soe much as thay may Judge equall therein

Eleazer Gedney desireth y<sup>t</sup> the towne would give him theere right to that land which lyeth within his wharfe below the highway & hee Engageth to make good & maintaine y<sup>e</sup> highway against itt, which request of his is granted  $\text{¶}$  voate of the towne

Voated that itt is left to the select men to consider of Samuell Beadles petition & to vew the land petitioned for & soe make returne to the towne

L<sup>t</sup> Jer<sup>h</sup>: Neele is D<sup>r</sup>

To: Edw flint p <sup>d</sup> in his Const acc <sup>o</sup>	2: 00: 00
To a Bill for 3 <sup>l</sup> : 13 <sup>s</sup> in shoues of Ez Nedham	
To 6 B Corne of m <sup>r</sup> Edw Batter	0: 18: 00
To payd by Cap <sup>t</sup> W <sup>m</sup> Browne	
To p <sup>d</sup> by John Hathorne	4: 01: 10
To: 2 B Ind Corne of m <sup>r</sup> Sam <sup>l</sup> Gardner sen <sup>r</sup>	0: 06: 00
To: p <sup>r</sup> french fall shoues of Ez Nedham	0: 07: 06
To a bill charged upon Const Gilbert taply for 2/5 money	1: 05: 00

The Remainder payd by Cap<sup>t</sup> Browne 8: 18: 04

Novem<sup>br</sup> 29<sup>th</sup> 81

Likewise wee Judge itt nessesary y<sup>t</sup> y<sup>e</sup> Village should have a house for publike Entertainment & doe approve of Nath Ingersall for y<sup>t</sup> end & desire the Hon<sup>rd</sup> Court to confirme him therein

[43] Att a meeting of the Select men and Com-  
mision<sup>r</sup> or 8<sup>th</sup> man 29 August 81

By Vertue of a warrant from the country treasur<sup>r</sup> to take a list of all male persons with an Estimation of Estates, and to make returne to there sheire towne



Wee make returne there of as followeth: Viz: three Hundreed and tenn Heads or male persons and the Estates of the towne amounting to fourty one pounds according to law which makes in the whole sixtey six pounds sixteene shill<sup>gs</sup> & 8<sup>d</sup>

Rec<sup>d</sup> Geo Hodges money 5<sup>s</sup> for his last yeares rent of the lane lett him &c

Att a meeting of the freemen Octo 1<sup>th</sup> 1681 Voated that 2 deputyes shall bee chosen to Attend the Gen<sup>l</sup> Courte for the remaining part of this yeare

Chosen ffor Deputyes to attend the Gen<sup>l</sup> Courte for the remaining part of this yeare m<sup>r</sup> Edm<sup>o</sup> Batter & John Hathorne

Att a Meeting of the Select men Oct<sup>o</sup> 7<sup>th</sup> 81 being present Cap<sup>t</sup> W<sup>m</sup> Brown m<sup>r</sup> Edm<sup>o</sup> Batter m<sup>r</sup> Sam<sup>l</sup> Gardner & Jo Hathorne

Rated Daniell Chamberlaine 4<sup>l</sup> in money & Cons<sup>t</sup> Gilbert Tapley to gather the same

Att a meeting of the Select men 4 Novem<sup>br</sup> 81 all being present

The select men doe approve of m<sup>r</sup> John Gedney and m<sup>r</sup> Daniell King Each of them to keepe a wine Taverne in the towne, for this yeare Likewise wee doe aprove of John Bullock Elnor Hollingsworth & An: Lake to bee Inhoulders for ||this|| year Thay and Every one of them Both Tavern & Inhoulder Sutably to provide for the accomodation of the Courts & jurores likewise all other matters of a publike concerne proper for them

Att a meeting of the Select Novem<sup>br</sup>: 29: 81 being present Cap Jo Corwin m<sup>r</sup> Batter Cap<sup>t</sup> Browne m<sup>r</sup> Sam<sup>l</sup> Gardner L<sup>t</sup> Jo. Puttnam

The Select men are willing that m<sup>r</sup> Richard Croad should bee an Inhoulder for this yeare Ensuing and not to bee continued any longer onless the Select men of y<sup>e</sup> next yeare shall see cause to aprove of him for his continuation therein the Hon<sup>rd</sup> County Court (heare unto Consenting)

[44] Nouem<sup>br</sup> 4<sup>th</sup> 1681

Then agreed with Elnor Bath to keepe Sarah Lambert & her child for & dureing the whole terme of one year

from this present day which will bee untill the 4 nouem<sup>br</sup> 1682 and to prouide for her & her child meate drink & aparell washing & lodging convenient for them, dureing the sayd tyme and if she then returne her to the towne to deliuour her & her child in as good condition for cloathing as shee tooke her att first: in ||consideration of|| which wee doe Engage & promise her in y<sup>c</sup> behalfe of the towne Eight pounds in some good pay

The mark V of  
Elnor Bath

To all whomsoever this may concerne this may certifie that whereas Elnor Bath hath agreed with the Select men of the towne of Salem to keep Sarah Lambert & her child for one yeare more after which tyme wee doe Engage as formerly in behalfe of the towne that when the tyme is Expired, then to reseauue her & her child: again vnless there be any further agreement made and doe heareby fulley cleare Beverly or any other place from any other charge or troble that may arise from her haueing taken her.

Cap<sup>t</sup> Jo Corwin & Cap<sup>t</sup> W<sup>m</sup> Browne are chosen & heareby fully Impowred to Answer the presentment of the towne for the insuficiency of forest riuer bridge w<sup>ch</sup> presentment is to be called the next County court

M<sup>r</sup> John Putnam is Chosen And heareby fully Impowred to make a Sufficent ||horse|| bridge over crane river and to Impress w<sup>t</sup> hands may bee nessesary to Effect the Same

Att a Towne Meeting Nouem<sup>br</sup> 7, 1681  
Chosen to Searve vpon the Jury of Tryalls:

m<sup>r</sup> Jo Pilgrim

L<sup>t</sup> Jo. Pickering

m<sup>r</sup> Ben<sup>y</sup> Marston

m<sup>r</sup> Dan<sup>l</sup> Andrew

Serj. Jo. Leach

m<sup>r</sup> Nath. Beadle

m<sup>r</sup> Jo. Tawley



Chosen to searve vpon the grand Jury  
 m<sup>r</sup> ffran<sup>cs</sup> Skery  
 m<sup>r</sup> Nath. Puttnam  
 m<sup>r</sup> W<sup>m</sup> Trask  
 m<sup>r</sup> Chris<sup>tr</sup> Babidge  
 m<sup>r</sup> James Symonds  
 m<sup>r</sup> Hen<sup>r</sup> West  
 m<sup>r</sup> Jo Loomes

[45] Att a Meeting of the Selectmen 7 Nov<sup>r</sup> 81

L<sup>t</sup> Thomas Puttnam is Chosen & heareby fulley impow<sup>rd</sup> to repayre the Caseway ouer ye meadow Called Hathornes Meadow & is to Impress w<sup>t</sup> hands may be nessesary to Effect y<sup>e</sup> same

L<sup>t</sup> John Puttnam L<sup>t</sup> Rich. Leach & Ens<sup>n</sup> Israell Porter is Chosen & Impowred to laye out the high way att y<sup>e</sup> Village from the Meeting house to m<sup>r</sup> Bayleys Corner according as itt was formerly settled & ordered & the Committee y<sup>t</sup> was apoynted for y<sup>t</sup> end: these or any two of them shall haue full power to Settle the same

Abated Cons<sup>t</sup> Jos. Hutcheson 5<sup>s</sup> out of Elisha Kebys rate.

M<sup>r</sup> Sam<sup>l</sup> Gardner sen<sup>r</sup> & L<sup>t</sup> John Putnam are chosen & heareby fully Impowred In behalfe of the Select men ||of y<sup>e</sup> towne|| to Arest & fully prosecute att the next County Courte att Salem (Dan<sup>l</sup> Andrew Joseph Hutcheson Jo Buxton & Jo Clifford ||formerly|| Constables for the Towne of Salem) for Rates committed into their hands to collect; w<sup>ch</sup> are not fulley payd & discharged by them according to there duty therein

Att a Meeting of the Select men 1:10:81 being present m<sup>r</sup> Edm<sup>o</sup> Batter Cap<sup>t</sup> Jo Corwin Cap<sup>t</sup> W<sup>m</sup> Browne m<sup>r</sup> Sam<sup>l</sup> Gardner & Jo Hathorne

Chosen ffor Tything men  
 In Con<sup>st</sup> Jos Horns deuision  
 m<sup>r</sup> Rob Kitching  
 m<sup>r</sup> Sam<sup>l</sup> Shadock jun<sup>r</sup>  
 In Cons<sup>t</sup> Jonathan Walcotts deuision  
 m<sup>r</sup> Dan<sup>l</sup> Andrew





Const Thomas flints Dr

To: his proportion of the minesters rate 40:07:00

To: his proportion of Country & County rate &c 75:08:00

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115:15:00

Crđ ꝥ a Rec<sup>t</sup> from m<sup>r</sup> Ja: Russell Treasur<sup>r</sup>

ffor 24<sup>l</sup> money 24<sup>l</sup> rate pay: 48:00:00

ꝥ p<sup>d</sup> m<sup>r</sup> Tym<sup>o</sup> Lindoll for mines<sup>trs</sup> rate 37:00:00

ꝥ p<sup>b</sup> Cap Jo: Corwin 05:00:08

ꝥ payd Jo: Hathorne 02:15:08

ꝥ abatements of his owne & other mens rates 8:04:00

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101:00:04

ꝥ p<sup>d</sup> John Hathorne ꝥ bill as the  
rates ware p<sup>d</sup> 17:11:81

14:00

ꝥ p<sup>d</sup> Marshall Skery 05:16:00

ꝥ severall p<sup>d</sup> y<sup>t</sup> work<sup>ed</sup> vpon the  
Highway Tho. Maul Ouerseer

2:12:00

27:11:81

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110:02:04

ꝥ p<sup>d</sup> m<sup>r</sup> Edw Norrice p<sup>d</sup> 000:07:00

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110:09:04

Reckoned with Const Tho flint the 28<sup>th</sup> August 1682 &  
hee is D<sup>r</sup> to y<sup>e</sup> towne ꝥ Ball<sup>ce</sup> of all acc<sup>o</sup> as aboue Ex-  
pressed the just sum of fve pounds fve shillings & 8<sup>d</sup>

Wittness Thomas flint

John: Hathorne

Cr<sup>d</sup> ꝥ abated Jn<sup>o</sup> Peach & James Denis

theire minesters rate 0:4:0

ꝥ W<sup>m</sup> Obriant 3<sup>s</sup> 3

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[47] Const Thomas Gardner D<sup>r</sup> Anno 1680 l. s. d

To: his proportion of y<sup>e</sup> minesters rate 40:07:00

To: his proportion of y<sup>e</sup> Country & County  
rate with overplus 76:02:06

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116:09:06

(To be continued)

# DESCENDANTS OF ROGER PRESTON OF IPSWICH AND SALEM VILLAGE.

BY CHARLES HENRY PRESTON.

(Continued from *Volume LXII*, page 176.)

124. MARY, b. 17 Jan. 1744/5 Killingly; bapt. 5 May 1745. ch. at Thompson, Conn.; mentioned in will; d. in Rockingham, Vt. 9 Sept. 1827 (G. S.); m. July 1770, Samuel Taylor; ch: 1. Sally, b. 15 Apr. 1775; 2. Samuel, b. 4 Mar. 1777; 3. Polly, b. 15 May 1782; 4. Sally, b. 27 Nov. 1783; 5. Betsey, b. 14 Aug. 1788.
125. ELIZABETH, mentioned in will.
126. BETHIA, b. 1748, prob. in Scituate, R. I.; mentioned in will; d. in Rockingham, Vt. 15 Feb. 1838 (G. S.); m. 27 Jan. 1774, Jonathan Burt; b. 1744; d. 15 Sept. 1821 (G. S.); ch: 1. Edward, b. 6 Feb. 1778; 2. Roswell, b. 7 Sept. 1780; 3. Jonathan, b. 15 Oct. 1785; 4. David, b. 20 Sept. 1787; Jonathan Burt belonged to the Universalist Society.
127. JERUSHA, b. 1749, prob. in Scituate; m. Joseph Adams; ch: 1. Luther, b. 22 Mar. 1769 in Killingly, m. Rhoda Russell, m. 2d, Mrs. Lydia Hannaford; 2. Joseph, b. 7 Apr. 1772; m. Patty Swan, m. 2d, Mrs. Anna (Darling) Emery; 3. Mary, b. 22 Aug. 1774, prob. m. Moses Wright; 4. Sampson, b. 25 Feb. 1779; 5. Sally, b. 10 May 1781; d. Derby, Vt. 10 Apr. 1764; m. Elijah Albea; 6. Abijah, b. 3 Apr. 1783; 7. Rhoda, b. 29 Mar. 1785; m. 6 Dec. 1809, Nathan Burt; 8. Anna, b. 3 May 1787 in Rockingham; m. ——— Sawyer; 9. Levi Preston, b. 4 July 1791; m. 16 June 1811, in Reading, Ruth, dau. of Asa and Nancy (Gardner) Carlton; (their son, Calvin Carlton Adams, m. Emiline Nelson and had George B. Adams, Professor of History in Yale Univ.); 10. Samuel Taylor, b. 31 Aug. 1794, m. Orinda Brown; Joseph Adams lived in Rockingham, Vt.
128. ADELINE (Abylene, on Rockingham Church Rec.) mentioned in will; m. 26 Sept. 1776, Solomon Wright of Rockingham, Vt. and had a large family.
129. JOANNA, b. 1755; mentioned in will; m. Daniel Weaver; b. 1755; d. 25 June 1801 (G. S.); ch: 1. Ezek, 4 Dec. 1776; 2. Polly, b. 13 Oct. 1783; 3. Sally, b. 13 Mar. 1787; 4. Joanna, b. 27 July 1789; m. Rev. Mr. Putnam



of Billerica, Mass.; 5. Daniel, b. 14 Aug. 1791; 6. Randall, b. 3 Sept. 1793; 7. John, b. 18 Oct. 1795; 8. James, b. 24 Mar. 1798. They lived in Rockingham, Vt.

130. DANIEL, b. 18 Aug. 1763; mentioned in will.

131. JAMES, b. 1766; mentioned in will.

Levi Preston's father died in Andover in May 1717, and in November of the same year he sold his right in his father's estate to his mother; he removed soon after to Killingly, Conn., and Nov. 10, 1721, he bought of Daniel Lawrence "land lying at the south end of the town, southward from Chestnut hill, lying near the hill called Cave hill, twelve and one half acres; Jan. 29, 1725 he purchased twenty acres from Thomas Gould. He sold his land in Killingly to Peter Herenton of Scituate, R. I. in Nov. 1731, and bought one hundred and ninety four acres in Scituate of John Herendon, the same month. He remained in Scituate but a short time, for Mar. 16, 1733, Levi and Elizabeth Preston of Scituate ("house carpenter") sold Samuel Robbins of Killingly, the same land.

Jan. 22, 1744/5, Levi Preston of Killingly purchased thirty acres of land of James Brown of Scituate "in West-conaug," and passed the remainder of his days in Scituate.

The will of Levi Preston, dated Scituate, Feb. 5, 1773, and proved at a town council held at Foster Jan. 7, 1782, gives his house, land, stock, etc. to his wife Mary; the remainder is divided among his children, Samuel, Benjamin, Othniel, Levi, Colburn, Daniel, James, Sarah, Mary, Elizabeth, Bethiah, Jerusha, Abilene, and Joanna. The wife Mary appears to have died intestate a little more than four months after her husband, as appears in the inventory of her estate.

Most, if not all, of Levi Preston's daughters, married, and settled in Rockingham, Vt.

Levi Preston, being the oldest son of Samuel, seems to have had the responsibility of caring for some of the younger brothers and sisters. "A court of probate held in Plainfield, January ye 25 1730/1, Joshua Preston of Killingly, a minor son of Samuel Preston late of Andover decd. made choice of Mr. Levi Preston of sd. Killingly to be his guardian."

Dec. 1, 1737 "I Joshua Preston of Littleton In Ye County of Middlesex, Cordwainer have received of my [brother] Levi Preston of Killingly In ye County of Windham, Carpenter," five pounds, etc. Evidently in settlement of his father's estate.

On the Probate Records at Worcester, Mass. is a letter from John Chandler, Judge of Probate, to Levi Preston of Killingly, Conn. "Whereas it has been represented to me that your sister Phebe Preston Late of Sturbridge died intestate . . . And she having left goods, chattels, rights and credits on which administration ought to be granted and Capt. Marcy of sd Sturbridge and one of the selectmen of the town having in behalf of the town moved that administration of said estate may be granted to some suitable person. These are to notify you that if yourself or any other of the next of kin of said deceased will appear at Worcester on the third Tues. of August before me administration may be granted to you or some one of you, but in case of non appearance, it will be granted to one of ye selectmen of said Town

Dated at Woodstock August 8 1739."

Administration was granted to Moses Marcy.

IV. 57. CAPT. SAMUEL PRESTON (Samuel, Samuel, Roger), born in Andover, Mass., 1708; died in Littleton, Mass., 11 Oct. 1781; married in Andover, 8 Apr. 1728, Hannah, daughter of James and Sarah (Marston) Bridges;\* married, second, 2 Sept. 1756, Mary (Ivory) Symmes, widow of Thomas Symmes; Mary Ivory mar-

\*The will of James Bridges of Andover, 27 Dec. 1738, reads as follows: "I give & Bequeath to my Daughter Hannah The Wife of Samuel Preston all my Lands in Littleton with ye buildings Thereon to her & her heirs but it is to be understood that her said Husband is to have ye use & Improvemen<sup>t</sup> of it During his Natural Life this being in full of all of what I have Given her in a Deed given to my natural son James Bridges, these two being in full for my two Daughters portions out of my estate excepting my househould goods which is equally to be divided amongst them & their children after my Decease."



ried, first, 6 Nov. 1729, Joseph Frothingham; married, second, 24 July 1753, Thomas Symmes.

Children, born in Littleton:

- 132. SAMUEL, b. 1728-9; bapt. in 1st Church Andover, 1728.
- 133. JAMES, b. 10 Jan. 1729/30.
- 134. HANNAH, b. 18 July 1733; m. Capt. Jonathan Davis.
- 135. JOHN, b. 22 Sept. 1738.
- 136. MARY, b. 13 May 1742; m. Mathias Farnsworth of Harvard.
- 137. PETER, b. 17 Feb. 1743; not named in will, 1781.

Samuel Preston lived in Andover until after his marriage, as is shown by a deed dated 13 Sept. 1728, when Nathaniel Hammond of Littleton sold Samuel Preston, "Tanner" of Andover, land in Littleton.

He was captain in the Crown Point expedition in 1755, and served twenty weeks and four days; his son John served in the same company, seventeen weeks and one day. He was called "tanner" in deeds dated 1736 and 1739, "Capt" in a deed in 1762 and "Gentleman" in 1757, 1763 and 1781. He served his town as Treasurer, and held other town offices.

Will of Cap<sup>t</sup> Sam<sup>l</sup> Preston, lodged 26<sup>th</sup> Oct. 1781. Disallowance, 15 Nov. 1781:

In the Name of God Amen. This Sixth Day of February in the year of our Lord one Thousand Seven Hundred and Eighty one I Samuel Preston of Littleton in the County of Middlesex and Common Wealth of Massachusetts Gentleman, being advanced in age but of Perfect Mind and Memory, thanks be given to God therefor, and calling to mind the frailty of my Body and knowing that it is appointed for all men once to die do make and ordain this my Last will and Testament.—first of all I Recomend my Soul to the hands of Almighty God that gave it and my Body to the earth to be Burried in a decent Christian Manner at the Discretion of my Executor here after named nothing doubting but at the General Resurrection I shall Receive it again; by the mighty power of God and as to Worldly Estate as it has pleased almighty God to Bless me with, After provision is made for paying all my just debts and funeral Charges I give and demise & dispose of in the manner and form following.

Imprimis I give and bequeth to my son James Preston all my Lands and Buildings lying and being in New Ipswich in the state of New Hampshire allso all the Cattel that shall Remain on said Land after my Decease to him and his heirs forever.

Item I give to my Daughter Hannah Davis one Hundred pounds to her and her heirs forever to be paid by my Executor hereafter named within one year after my Decese.

Item I give and bequeth to my Daughter Mary Farnsworth the Sum of one Hundred pounds to her and her heirs forever to be paid by my Executor hereafter named within one year after my Decease.

Item I give and bequeth to my Son John Preston all my Real Estate that I am Posesed of in the Town of Littleton also my farming Utensels and my Clock after paying the Legacies mentioned in this my Last will and Testament. And whereas I have given my Said Son John Preston orders heretofore to pay to my Grandson Abner Preston one Hundred and twenty five pounds and to my Grand Daughter Elizabeth Preston the Sum of One Hundred pounds that being their full proportion out of my Estate therefore have not made any Provision for them in this my Last will and Testament.

And Considering the Value of money passing in the Land is very uncertain in its Value; and it being necessary to establish the Value of these Several Sums of money to be paid as Legacies as Expressed in this my Last will and Testament my will is that these Several Legacies be paid in Value or estimation as followeth v<sup>12</sup> good Merchantable Rye at the price of five shillings p<sup>r</sup> Bushell and good Indian Corn at three shillings and Six pence p<sup>r</sup> Bushell. All so I give to my Daughter Hannah Davis my Horse & Chase.

Also my will is that my Cattel that is not heretofore Disposed of to be equally Divided between my said sons John Preston James Preston and my Daughters Hannah Davis and Mary Farnsworth.

And my will is that the Remainder of my Personal Estate be Divided as followeth v<sup>12</sup> the one half to my Daughter Hannah Davis, one Quarter part to my Son James Preston the other Quarter part to my Daughter Mary Farnsworth and their heirs forever.

Finally I do hereby Constitute & appoint Daniel Rogers Jun<sup>r</sup> of Littleton of the County and Common Wealth aforsd. my Executor to this my Last Will and Testament and no other to be so—



In Witness wherof I have hereunto sett my hand and Seal this Sixth Day of February aforesaid and in The fifth year of the Independance of America—

Signed sealed published and pronounced by the Said Samuel Preston to be his Last Will and Testament—

In Presence of us

Aaron Jewett

Samuel Preston      seal

John Whiting

Daniel Osgood

To all People to whom these presents shall come Oliver Prescott Esquire Judge of Probate of Wills &c in the County of Middlesex & Commonwealth of Massachusetts sendeth Greeting—

Know Ye That on the 15th day of November 1781 The instrument hereunto annexed (purporting) the last Will & Testament of Samuel Preston late of Littleton in said County Gentleman deceased was presented for Probate by Daniel Rogers the Executor therein named: then present upon citation all the heirs at law of said Deceased & all the legatees named in said instrument & they unanimously requested that I would disallow of the said Will; & the said Executor withdrew his motion for the Probate thereof:

I do therefore disapprove & disallow of the said Instrument as the last Will & Testament of the before named Deceased & do adjudge & declare the same to be utterly null & void & that the estate of the said Deceased ought to be settled in Same manner as if the said Instrument had never been written.

In Testimony whereof I hereunto set my hand & seal of Office the day & year above written—

Oliver Prescott

James Preston yeoman, John Preston physician, Abner and Elizabeth, children of Samuel Preston Jun. deceased, yeoman, Jonathan Davis, gentleman, and Mathias Farnsworth, yeoman, had asked that the will be set aside and also all deeds or writings of said deceased in favor of any of the above named parties or of any of the persons represented by them, dated after the 6th day of Feb. 1781.

To Mess'rs Moody Bridges of Andover in the County of Essex Yeoman, Deacon John Ivory of Shirley in the County of Middlesex, Samson Tuttle of Littleton gentleman, Jonathan Lawrence of Groton Gentleman both of said County of Middlesex all of

the Commonwealth of Massachusetts, Deacon Isaac Appleton of New Ipswich in the County of Hillsborough & State of New Hampshire Greeting—

Whereas all the heirs at law of Samuel Preston late of Littleton aforesaid gentleman deceased being likewise all the legatees named in his Will have this day appeared before me & entered into an agreement to desire me to disapprove of the said Will & that all writings of the deceased in favor of any of the parties concerned dated since the sixth day of February 1781 should be void: & whereas the said heirs did desire me to grant a Commission to you the above named persons to receive all the said writings & papers & to take them into your consideration & also take into your consideration all demands of any of the heirs to the said estate & to determine what proportion of the said estate is due to each of the said heirs whether for services done in the lifetime of the said deceased in a portion of the estate.

I do therefore in pursuance of the said agreement & request authorize & empower you to take the foregoing matter into your consideration & to determine them. You are to observe that the said writings are not to be considered as being a rule for your conduct; but only in evidence of any matters before you; & that no one is to be entitled to his share till the administration is closed in my Office. The report of a majority of you is to be final on its receiving my approbation, all of you being notified of the time & place of your meeting & all parties concerned warned to attend. Provided nevertheless that nothing in this commission shall be construed to the depriving Captain Jonathan Davis of the improvement of the deceased's real estate till the first day of May next he accounting for the same as in your discretion shall be right & just. And in the same manner he is to have the improvement of so much of the personal estate as shall not be necessary for the payment of the debts & charges of the estate during the term aforesaid—

In witness whereof I hereunto set my hand & seal of Office at Concord in the County of Middlesex on the fifteenth day of November Anno Domini one thousand seven hundred & eighty one—

Oliver Prescott J Prob

The estate was finally settled very nearly in accord with the terms of the will; the exceptions being, that Capt. Jonathan Davis received sixty pounds "for his uncommon services in taking care of his father while he



lived and his Publick house," and that the personal property, after the legacies were paid, was to be equally divided. The decision of the referees was made Dec. 8, 1781, and approved by the Judge of Probate Apr. 18, 1782.

All the heirs agreed that the Negro man named "Boston" should live with which heir he chose.

Administration was finally discharged, Sept. 17, 1783, all the heirs having acknowledged the receipt of the several sums due them under the agreement.

IV. 59. ISAAC PRESTON (Samuel, Samuel, Roger), born in Andover, Mass., April, 1711; died in Littleton, Mass.; administration granted to widow Abigail, 23 May 1746; inventory dated 17 May 1746; married Abigail, daughter of Dea. David Russell of Littleton; in 1750 she was the wife of Samuel Cory.

Children, born in Littleton:

- 138. ABIGAIL, b. 31 Dec. 1733; m. James Cory of Littleton.
- 139. SUSANNAH, b. 20 July 1736; m. Henry Durant of Cambridge.
- 140. SARAH, b. 7 Dec. 1738; m. Aug. 1761, Josiah Proctor of Littleton.
- 141. MARTHA, b. 1742-3; m. 29 May 1770, James Badger of Littleton.
- 142. ISAAC, b. 18 July 1744; not mentioned in settlement of estate in 1746.

It is not known when Isaac Preston moved from Andover to Littleton, but it was probably about the time his brother Samuel bought land there in 1728, for Isaac Preston of Littleton, "currier," sold Ebenezer Abbott of Andover, land in Andover, laid out to Samuel Preston, late of Andover, deceased, May 26, 1732. (Essex Deeds, vol. 83, p. 196.)

Isaac Preston, currier, and wife Abigail, David and John Russell of Littleton, Jason Russell of Harvard, Edward Farwell of Groton and wife Hannah, Jacob Warren of Littleton and wife Submitt, William Sanderson of Harvard and wife Sarah, Elizabeth Russell and Esther

Russell of Littleton, sold all their right to the property of Deacon David Russell of Littleton, deceased, to Amos Russell of Littleton. (Middlesex Deeds, vol. 45, p. 215.)

May 28, 1763, James Corey, Gentleman, and Abigail his wife, Martha Presson, single woman, all of Littleton, and Josiah Proctor, husbandman, and wife Sarah of Harvard, sold Henry Durant of Cambridge, cordwainer, land in Littleton adjoining "Capt. Preston's." (Middlesex Deeds, vol. 61, p. 579.)

Abigail Preston, widow, was made administratrix of the estate of her husband Isaac Preston, late of Littleton, deceased, with John Russell and Nathaniel Russell as sureties, all of Littleton, May 23, 1746. The inventory of Mr. Isaac Preston, late of Littleton, carrier, was dated May 17, 1746.

May 21, 1751, John Russell of Littleton, Gentleman, was made guardian of Sarah and Martha Preston, minors under the age of fourteen years, and Abigail and Susannah, minors over fourteen years, children of Isaac Preston, late of Littleton, at the request of the mother and two oldest children, which follows:

Littleton Sept 3<sup>d</sup> 1750.

To the Hon. Samuel Danforth Judge of Probate may it please your honour I Abigail Preston in ye 17th yr of my age and I Susannah Preston in ye 15th yr of my age Daughters to Isaac Preston late of Littleton decd. do choose & elect our Uncle John Russell of Littleton Gentleman to be our Guardian

mark

Abigail X Preston

mark

Susannah X Preston

To the Hon. Samuel Danforth etc. may it please your Honour that I Abigail Corey wife of Sam<sup>l</sup> Corey of Littleton mother of ye above named Abigail and Susannah Preston do desire your honour to allow of ye above named John Russell being guardian to my other two daughters namely Sarah Preston in ye eleventh year of her age and Martha Preston in ye eighth year of her age both daughters of Isaac Preston and pray of your honour to allow of ye same.

her

Abigail X Corey

mark



IV. 62. JOSHUA PRESTON (Samuel, Samuel, Roger), born in Andover, Mass., 3 Apr. 1716; married in Littleton, Mass., 10 Dec. 1739, Agnes Peacock of Westford.

Nothing is known of Joshua Preston later than 1739.

At a court of probate held in Plainfield, Conn.:

Jan. 25, 1730/1, Joshua Preston of Killingly, Conn., a minor son of Samuel Preston, late of Andover, made choice of Levi Preston to be his guardian.

Nov. 11, 1737, Joshua Preston of New Medfield (now Sturbridge, where his sister Phebe died in 1739), County of Worcester, husbandman, sold land in Andover to Josiah Holt of Andover.

Dec. 1, 1737: "Know ye all men by these Presents that I Joshua Preston of Littleton in ye County of Middlesex, Cordwainer have received of my (uncle) Levi Preston of Killingly in the County of Windham, Carpenter, 5 pounds etc. . . ."

IV. 63. DAVID PRESTON (Jacob, Samuel, Roger), born in Andover, Mass., 1703; died before Oct., 1755; married in Windham, Conn., 2 Aug. 1726, Elizabeth, daughter of George and Anne (Choate) Martin; born in Ipswich, Mass., 17 Jan. 1707/8; died probably in Ob-long, now Dover, Dutchess Co., N. Y.

Children, born in Windham:

143. EBENEZER, b. 28 May 1727; bapt. 4 June 1727, 2d ch. Windham.
144. SARAH, b. 5 Sept. 1728; bapt. 1729, 2d ch. Windham; m. 11 Nov. 1748, Joshua Agard; ch. Joseph, b. 29 Apr. 1750.
145. DAVID, b. 20 June 1731; bapt. 25 July 1731, 2d ch. Windham.
146. ELIZABETH, b. 30 Oct. 1733; bapt. 26 May 1734, 2d. ch. Windham.
147. ANNE, b. 22 Sept. 1736; d. 25. June 1737.
148. ANNA, bapt. 25 Mar. 1739, 2d ch. Windham.
149. MARTIN, bapt. 12 Oct. 1740, 2d ch. Windham ("son of David and Elizabeth Preston")

David Preston lived near his father and brothers in Windham Village. It is uncertain which was the older, David or his brother Jacob, but from the dates of mar-

riage it would seem that David might have been the eldest son. In 1728, David and Jacob Preston Jun., purchased land of Richard Abbe, when one of them must have been about twenty-one years of age and the other twenty-five.

In March, 1732, they divided one hundred acres of land which they had owned jointly, and in 1737 David Preston sold land adjoining land of his father Jacob Preston, and of his brother Joseph Preston.

The last record of David Preston in Windham is in 1747, when in June, David Preston, yeoman, of Windham, sold John Hovey land in Windham. In Dec. 1746, he was called farmer in a deed by which he conveyed land to William Preston; this deed was sworn in the adjoining town of Mansfield, 13 Oct. 1747.

He must have moved to Oblong, now Dover, Dutchess Co., N. Y., soon after these sales, as is shown by the will of George Martin of Windham, in which mention is made of "wife Mercy, son George, four daughters:—Elizabeth Preston, Mary Leach, Sarah Marsh, and Anna Stoel." The will is dated, 9 Mar. 1750, and proved 3 Sept. 1755.

Settlement was made in Oct. 1755: "Then we Amos Leach & Mary Leach his wife both of New Fairfield, County of Fairfield, & Elizabeth Preston & Sarah Marsh widows both of Oblong Duches County & widow Anna Stoel of Windham," acknowledge receipt of their share "of the estate of our honored father George Martin, decd.", from George Martin executor.

Elizabeth (Martin) Preston was grand-daughter of John Choate of Ipswich, and he gave her £20, the receipt of which she and her husband acknowledged by an indenture, dated 9 Dec. 1734: "Whereas John Choate of Chebaco in Ipswich by deed 13 Feb. 1718 granted son Robert Choate one half of all his housing & lands & by his other deed 9 May 1728 sold the other half with the proviso that he pay his grand-daughter Elizabeth Preston, only child of his daughter Anne Martin\* deceased 20£."

\*George Martin, Jun., married Anne Choate in Chebacco, Ipswich, 29 Nov. 1706; married, second, Mercy ——— who died in Windham, 1 Aug. 1730; married, third, 5 Nov. 1730, Mercy Lin-



David Preston of Windham, Conn., and Elizabeth his wife acknowledged the receipt of the same in Pomfret, Conn., 9 Dec. 1734. (Essex, Mass., Deeds, vol. 67, p. 200.)

David Preston's sons, Ebenezer and Martin, were the founders of a large family in Dutchess County, New York, though there has been a tradition in the family there, that the father's name was Obadiah and that he came from Connecticut or Rhode Island.

IV. 64. BENJAMIN PRESTON (Jacob, Samuel, Roger), born in Andover, 20 Apr. (or May) 1705; died in Willington, Conn., 26 Nov. 1784; married in Windham, Conn., 5 May 1727, Deborah, daughter of Nicholas and Mary (Russell) Holt; born in Andover, 16 Nov. 1700; died in Willington, 26 Nov. 1784; they are said to have died the same hour, and are buried in one grave, in the cemetery at Willington, marked by a marble stone.

Children, born in Windham:

150. BENJAMIN, b. 1 Dec. 1727; bapt. 10 Mar. 1727/8, 2d. ch. Windham.
151. DANIEL, b. 16 Mar. 1729/30; bapt. 22 Mar. 1729/30, 2d. ch. Windham.
152. DARIUS, b. 3 Mar. 1731/2.
153. MARY, b. 2 Apr. 1734; bapt. 26 May 1734, 2d ch. Windham, d. 31 Aug. 1742.
154. JERUSHA, b. 29 July 1736; bapt. 1 Aug. 1736, 2d ch. Windham; may have m. 25 Aug. 1767, John Peck of Ashford (Windham 2d ch. rec.)
155. AMOS, b. 27 Jan. 1739; bapt. 18 Mar. 1739, 2d ch. Windham, d. 5 Nov. 1756.
156. DEBORAH, b. 10 Dec. 1740; bapt. 12 Apr. 1741, 2d ch. Windham.

---

coln, who died 4 Aug. 1760; he died 15 Aug. 1755.

Children:

- Elizabeth, b. 17 Jan. 1707/8 in Chebacco; m. David Preston.  
 Mercy, b. 25 June 1710, in Windham.  
 George, b. 19 Apr. 1712.  
 Sarah, b. 31 Mar. 1721; m. John Marsh.  
 Anna, b. 15 July 1725; m. Eben<sup>r</sup> Stoel.  
 Mary, m. Amos Leach.

157. MARY, bapt. 4 Nov. 1744; may have m. in Windham 22 June 1763, Daniel Lincoln (see under Lieut. Jacob Preston).

Benjamin Preston accompanied his father to Connecticut. He "owned the covenant" in the church at Windham Village, 13 Dec. 1724. Deborah Preston was received into full communion there, 31 May 1730.

It is not known when Benjamin Preston left Windham, but his last sale of land there was 20 Feb. 1770, when Benjamin Preston of Windham sold Darius Preston of Willington land in the Canada Society (Windham Village). In March of the same year Darius Preston sold to Wm. Holt, and it is probable that Benjamin moved to Willington where his son Darius was living, about that time.

It is said that Benjamin Preston established a tanning business in Willington, which was followed by three generations of the name.

IV. 65. LIEUT. JACOB PRESTON (Jacob, Samuel, Roger), born in Andover, 1707; probably died in Woodstock, Conn.; married in Andover, 21 Sept. 1730, Sarah Foster, daughter of Abraham and Mary (Johnson) Foster; born 1707; she died in Windham, Conn., 14 April 1751, "wife of Lieut. Jacob Preston, aged 43" G. S.; he married, second, 1 Jan. 1752, Mary Holmes of Woodstock, probably daughter of John and Mary (Johnson) Holmes; born 11 May 1720.

Children, born in Windham, Conn.:

158. SARAH, b. 20 Aug. 1731; (a Sarah Preston m. 4 Nov. 1749, Thomas Kingsbury).
159. JACOB, b. 24 Feb. 1732/3; bapt. 2d. ch. Windham, 25 Feb. 1732/3, "son of Jacob Preston Jun."
160. ABIEL, b. 1 Apr. 1735; bapt. 2d. ch. Windham, 13 Apr. 1735, "son of Jacob Preston, Jun. and Sarah"
161. ENEAS, b. 7 June 1737; bapt. 2d. ch. Windham, 15 July 1737, "Enos, son of Jacob and Sarah Preston."
162. MARY, b. 18 Aug. 1739; bapt. 2d. ch. Windham, 19 Aug. 1739; (a Mary Preston m. in Windham, 22 June 1763, Daniel Lincoln; ch: 1. Lemuel, b. 21 Aug. 1763; 2. Jacob,



- b. 8 Apr. 1765; d. 31 Dec. 1766; 3. Jacob, b. 26 July 1767; 4. Jonathan, b. 21 Sept. 1769; 5. Leonard, b. 22 Mar. 1772; 6. Hannah, b. 10 June 1774.) A Mary Preston m. in Ashford, 29 June 1757, David Eaton, Jr.
163. EUNICE, b. 20 July 1741; bapt. 2d. ch. Windham, 26 July 1741.
164. HANNAH, b. 19 Apr. 1744; bapt. 2d. ch. Windham, 22 Apr. 1744, "children of Jacob and Sarah Preston."
165. ISAAC, b. 19 Apr. 1744; bapt. 2d. ch. Windham, 22 Apr. 1744, "children of Jacob and Sarah Preston."
166. ABRAHAM, b. 1 Jan. 1748/9; bapt. 15 Jan. 1749.

Jacob Preston probably went to Connecticut with his father about 1723, but returned to Andover for his wife, and then located in Windham Village, where all his children were born and baptized. In 1754, Jacob Preston of Windham purchased land in Ashford, and in 1756, Jacob Preston sold land to Jacob Preston Jun., then both of Ashford, "Mary Preston, witness"; Jacob Preston also sold land to his son Abiel Preston of Ashford in 1756.

Sarah Preston was admitted a member of the church in Windham Village in 1730, and Jacob Preston in 1742; his second wife was admitted a member, 6 Sept. 1752, "Mary Holmes, now Preston recom<sup>d</sup> fr Woodstock." March 29, 1756, "Lieut Jacob Preston was received into this church by a letter from Windham" (Ashford church records). Mary Preston was admitted from Windham in 1759.

Jacob Preston sold land in Ashford to Jacob Preston Jun., in 1764, and Mar. 10, 1765 "Jacob Preston and Mary his wife were dismissed to the church in Woodstock" (Ashford ch. rec.), and it seems probable that they spent the remainder of their days there. In 1761 Jacob Preston of Woodstock sold land in Ashford to Edw. Sumner.

In May, 1751, "Mr. Jacob Preston established & confirmed to be Lieutenant of the 6th company or trainband in the 5th regt of this colony and commissioned accordingly." Joshua Holt was Captain of this company.

In a deed of land from Eliezer Crocker to Jacob Preston, 6 Mar. 1739/40, Jacob Preston was styled "taylor."

This must be Jacob Jun., for the father was generally called blacksmith.

"Sarah Foster admitted to South Church, Andover, 28 July 1728, moved to Windham, Conn." (Church Rec.)

IV. 67. WILLIAM PRESTON (Jacob, Samuel, Roger), born in Andover, 1711; died in Windham, Conn., 20 Aug. 1778, "in his 67th year"; married there, 28 Feb. 1734, Lois, daughter of Jonathan\* and Miriam (Allyn) Simons; born in Windham, 15 Mar. 1711.

Children, born in Windham:

167. TAMAR, b. 18 Jan. 1734/5; bapt. "Tamma," 26 Jan. 1735, 2d. ch. Windham; m. in Windham, 27 May 1756, John Parish, Jun., son of Isaac and Margaret (Smith) Parish; b. 24 July 1732; ch: 1. Sarah, b. 2 Mar. 1757; 2. Tamar, b. 27 May 1759; 3. Jesse, b. 11 Mar. 1761; 4. Wealthy Ann, b. 18 Aug. 1763; 5. Asahel, 28 Aug. 1765; 6. Anna, b. 31 Dec. 1767; 7. Matilda, b. 12 Apr. 1770; 8. Alice, b. 31 May, 1773; 9. Patte, b. 24 Feb. 1776; 10. Truman, b. 20 Sept. 1779.
168. RUHAMAH, b. 22 June 1736; bapt, "Ruhami," 25 July 1736, 2d ch. Windham; m. there 16 Nov. 1763, 17 Nov. (ch. rec.) Daniel Canada, probably son of David and Margaret (Lambert) Canada; ch: 1. Daniel, b. 24 Sept. 1764; 2. Chloe, b. 19 Sept. 1766; 3. Peesly, b. 4 July 1768; 4. Alvah, b. 26 July 1770; 5. Betsey, b. 21 Aug. 1773, m. Jacob Lincoln; 6. Ruhamah, b. 19 Oct. 1775; 7. William, b. 19 Oct. 1778.
169. LOIS, b. 16 Feb. 1737/8; bapt. 5 Mar. 1738, 2d. ch. Windham; m. there, 30 Apr. 1766, James, son of Stephen and Mary (Preston) Smith; b. 6 June 1744; ch: 1. Alitheah, b. 5 Apr. 1767; 2. Stephen, b. 19 Oct. 1768; 3. Polly, b. 9 Jan. 1771; 4. Olive, b. 22 Nov. 1772; 5. Lois, b. 3 Nov. 1774; 6. Nathaniel, b. 9 Jan. 1778.

\*Mar. 13 1733/4, William Preston of Windham and wife Lois "for twenty pounds paid by our father in law Caleb Badcock sell all rights in the farm on which our hon<sup>d</sup> father Jonathan Simons dwelt on the east side of Bever Brook." (Windham Deeds, vol. G, p. 286.)

Jonathan Simons m. Miriam Allyn, 16 Dec. 1702; he died 14 Sept. 1727, aged 46, and Miriam Simons m. Caleb Badcock 7 May 1728.



170. MEHITABLE, b. 22 Mar. 1740; bapt. 30 Mar. 1740, 2d ch. Windham; m. there, 28 Sept. 1760, 27 Sept. (ch. rec.), Jacob Simons, Jun.; he m. first, 21 Apr. 1747, Jerusha, dau. of Isaac and Margaret (Smith) Parish; they had ch: 1. Jerusha, b. 2 Nov. 1747, m. Stephen Durkee; 2. Shubael, b. 6 May 1749; 3. Eunice, b. 29 Oct. 1751, m. Sam'l Cutler; 4. Elijah, b. 2 Dec. 1753; d. 1754; 5. Amy, b. 21 Mar. 1756; 6. Elijah, b. 10 May 1758; d. 1 Aug. 1831; 7. Mary, b. 28 Mar. 1760. Jerusha, the wife, d. 10 Apr. 1760; ch. by Mehitable Preston: 1. Chloe, b. 18 Aug. 1761; 2. Lucy, b. 23 Aug. 1763; 3. Olive, b. 4 Feb. 1765; 4. Lois, b. 1 Mar. 1767; 5. Jacob, b. 29 Dec. 1768; 6. Sarah, b. 30 Mar. 1771; 7. Abel, b. 8 Feb. 1774; d. 1776; 8. Anna, b. 16 Feb. 1776; 9. Mille, b. 27 Apr. 1778; 10. Clara, b. 3 Mar. 1782. Jacob Simons moved from Windham to Windham Village in 1754, bought the old meeting house and kept tavern in it. (Weaver MS.)
171. WILLIAM, b. 7 Dec. 1742; bapt. 12 Dec. 1742, 2d ch. Windham.
172. ELIPHALET, b. 15 Feb. 1745; bapt. 16 Feb. 1745, 2d. ch. Windham, d. 25 Feb. 1758.
173. NATHANIEL, b. 31 Dec. 1746; bapt. 18 Jan. 1746/7, 2d. ch. Windham, d. 8 Apr. 1749.
174. STEPHEN, b. 19 June 1748; bapt. 22 Jan. 1749, 2d. ch. Windham.
175. SYBEL, b. 30 Nov. 1750; bapt. 2 Dec. 1750, 2d. ch. Windham, m. Samuel Baker.
176. SARAH, b. 2 Dec. 1753; d. 6 Jan. 1754.

William Preston was only twelve years old when his father settled in Windham Village; he remained there till his death in 1778, being the last of the original Prestons who settled there; his brother Benjamin survived him a few years, but he had moved to Willington about 1770.

William Preston was called Cordwainer in a deed of land to David Preston, 29 Oct. 1737 (Windham Deeds, vol. H, p. 95); also in a deed of John Marsh to William Preston of Windham, "cordwainer," 3 Dec. 1743. (Windham Deeds, vol. H, p. 465.)

*(To be continued)*



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## BLOCKADE RUNNING DURING THE CIVIL WAR

And the Effect of Land and Water Transportation on the Confederacy

BY FRANCIS B. C. BRADLEE

This is the first published account of the subject as a whole, much of the material having been obtained from official records never before exploited. The author shows the intimate relation between the military strategic operations and the railroads. He has been fortunate in securing valuable data from the officials of the Southern railroads, and an account of the famous and thrilling "Railroad Raid" through Georgia in 1862 are also included; also an account of the Post Office Department and Telegraph operations as they were controlled by the Confederacy during this period.

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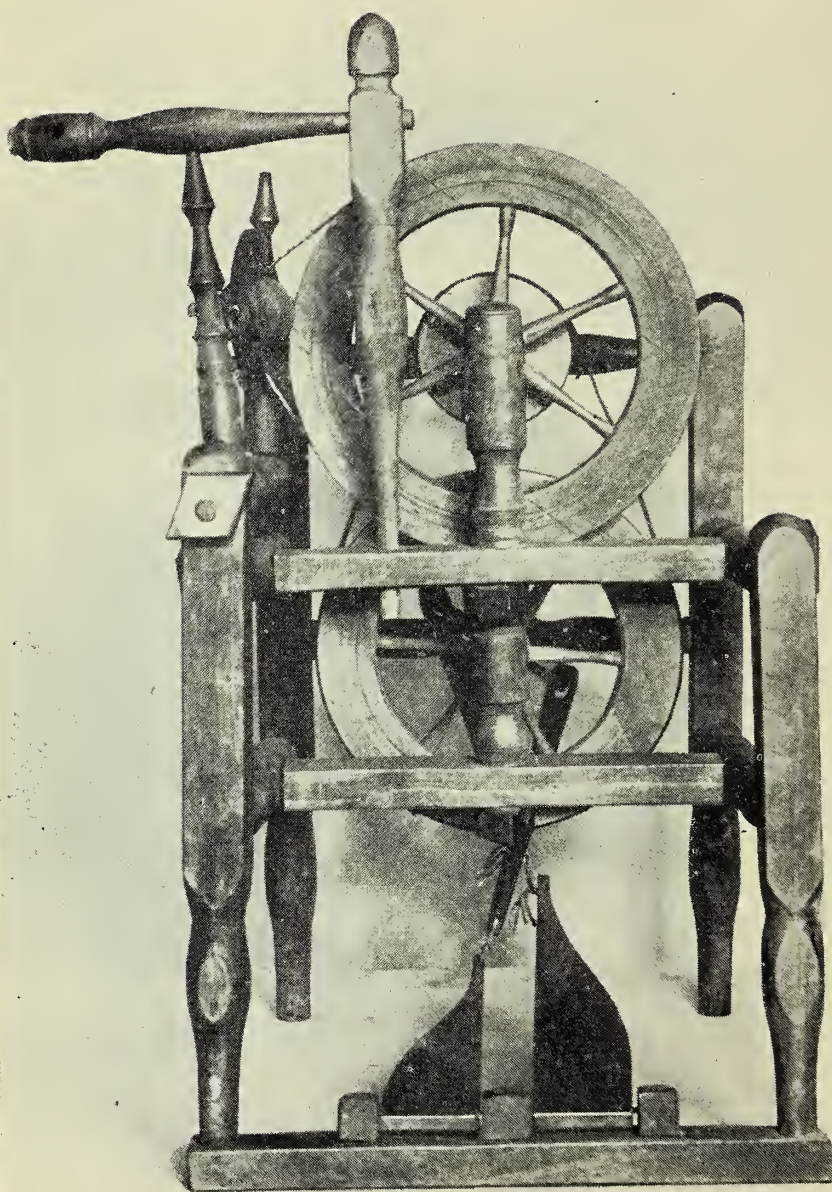
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*Courtesy of the Newcomen Society of London*

FIG. 1. "CHAIR FRAME" SPINNING WHEEL, WITH COUNTER-SHAFT DRIVE. DATE ABOUT 1750. FROM THE MUSEUM OF THE ESSEX INSTITUTE.

# HISTORICAL COLLECTIONS OF THE ESSEX INSTITUTE

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## SOME UNUSUAL AMERICAN SPINNING WHEELS.\*

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There are numerous ways of classifying spinning-wheels. They can be classified according to the spinning principle, in which case we speak of spindle-tip or flyer wheels—this classification is not used at the present time, although there are a good many points in its favor; or according to the fibre spun, when flax, woolen or cotton wheels are referred to; or, finally, according to some distinctive mechanical feature involved in the design.

We will consider the drive of the wheel as that distinctive mechanical feature. Accordingly, when the motion of the driving-wheel is transmitted directly to the spindle, we will classify the wheel as a direct-drive wheel. Such are the so-called flax wheels. When the motion of the driving-wheel is transmitted to the spindle through the agency of a counter-shaft, we will classify the wheel as a counter-shaft wheel. Such are the so-called woolen wheels. In this classification we will not concern ourselves with the kind of prime mover—whether hand or foot; or with the type of spindle—whether spindle-tip or flyer.

In this paper we will consider some of the unusual American counter-shaft spinning wheels. The ordinary woolen wheel is, to our knowledge, always provided with

\* Paper read before the Newcomen Society for the Study of the History of Engineering and Technology, March 31st, 1926.



a counter-shaft drive, but it is so common that a description of it would hardly be of interest. The only point worth mentioning is that owing to the large diameter of the driving-wheel—about 38 inches—a tremendous increase of speed at the spindle can be readily obtained through the use of a counter-shaft. Thus, if the large driving-wheel were rotated at a speed of 60 r.p.m., the spindle speed would be as high as 12,800 r.p.m., the speed ratio being 215:1 on a similar wheel at the Fairbanks House, Dedham, Massachusetts. As a result of this high speed, leather bearings were used to hold the spindle, since they contained a natural lubricant. Of course, on these wheels the high rate of speed was kept up only intermittently.

Fig. 1 shows an extremely rare type of counter-shaft spinning wheel. It is kept in the John Ward House of the Essex Institute, Salem, Massachusetts. The history of this particular wheel is, as in most cases, unknown. It is said to have been found in 1923 in the shop of a dealer, who had a place at Marblehead and also Somerville or Cambridge (all three Massachusetts), and who knew little or nothing about the wheel.

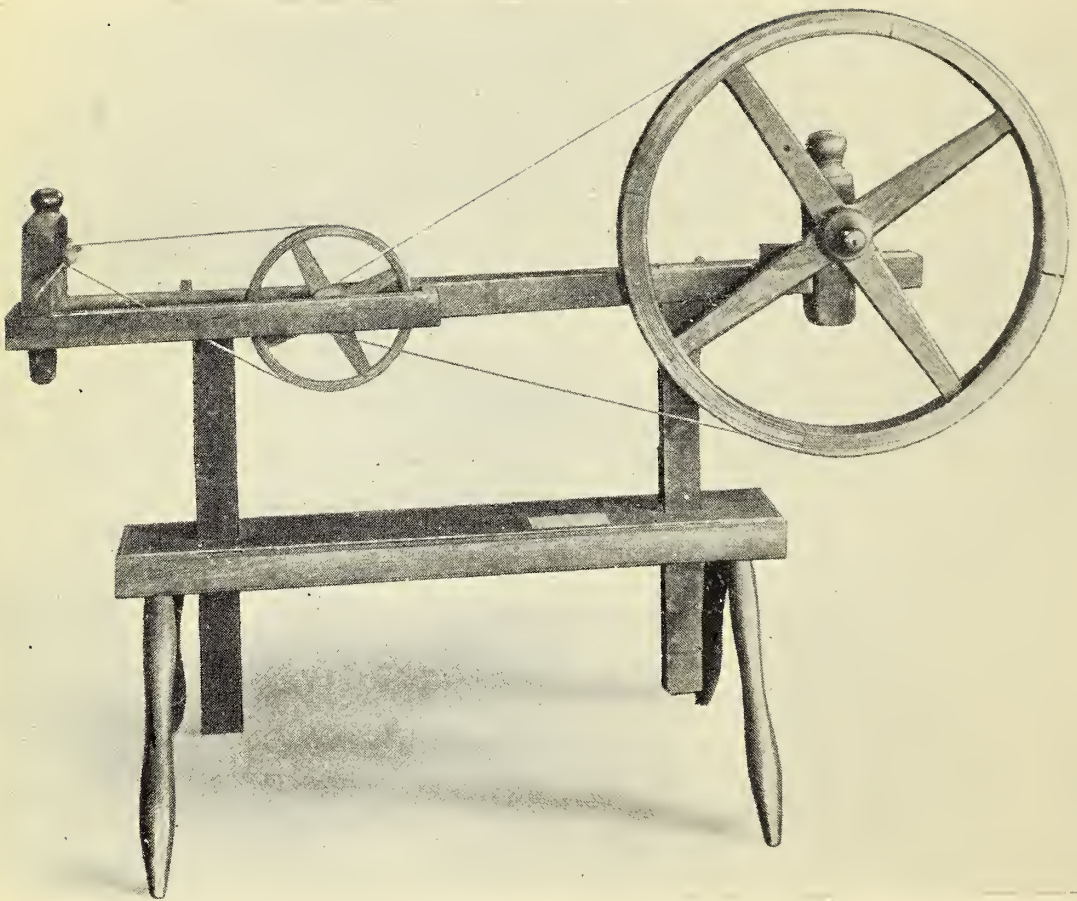
Mr. Wallace Nutting, of Framingham, Massachusetts, who is an authority on antique furniture, states that this type of wheel is difficult to date, but he places it nearer 1750. In his book, "Furniture of the Pilgrim Century,"\* he illustrates a wheel similar to the one at the Essex Institute. He points out that the shape of the frame suggests the shape of a chair. Since this resemblance is really quite striking, it might be well to denote this particular type of wheel as a "chair-frame wheel."

In the same book, and on the same page, Mr. Wallace Nutting says that he knows of only three wheels like that: his own, one in Stanton House, Clinton, Connecticut, and Mr. H. W. Erwing's of Hartford. These, with the one at the Essex Institute, make four "chair-frame" wheels in the United States known to the writer. This type of wheel is not shown in John Horner's book on spinning

\* "Furniture of the Pilgrim Century," Wallace Nutting. Marshall, Jones Co., Boston, Mass. 1921. Page 471.







*Courtesy of the Newcomen Society of London*

FIG. 2. SPINNING WHEEL OF THOMAS HOWLAND (1748-1823) OF DARTMOUTH. DESIGNED AND MADE PRIOR TO 1814. FROM THE MUSEUM OF THE OLD DARTMOUTH HISTORICAL SOCIETY, NEW BEDFORD, MASS.

wheels.\* Since John Horner was an authority on spinning wheels, his omission to describe one must be taken as a sign of either a great rarity of this type, or an indication that it did not exist in Europe.

As will be seen from the illustration, the "chair-frame" wheel has a double treadle motion, which must have greatly facilitated the operation of spinning. The spinning element consists of a regular flyer, provided with hooks for the traverse of yarn on the bobbin. The two posts, to which the flyer, spindle and bobbin are fastened, can be swung in and out by loosening the screw at the top of the corner post of the frame. In this way the driving band can be tightened.

The counter-shaft wheel is driven from the bottom treadle wheel by means of a belt. The large counter-shaft wheel, in turn, drives the flyer and the spool with bands.

The wheel, as it is at present, has only one band on it, so that it is not clear how the drive took place. Possibly one of the two elements—spool and flyer—was driven by hand, the other one being retarded by some kind of friction to cause winding. In other words, it might have been either flyer or spool lead. But if both elements were positively driven by bands, which is also conceivable, since each is provided with a groove, the spool would be leading the flyer, since the diameter of its groove is smaller.

The dimensions of the various pulleys and wheels are as follows:

Bottom Treadle Wheel .....	13 in. dia.
Counter-shaft Pulley .....	6 in. dia.
Counter-shaft Wheel (two grooves) ..	13 in. dia.
Flyer Pulley .....	2 in. dia.
Spool Pulley .....	1½ in. dia.

For one revolution of the treadle wheel, the flyer would make 14.1 and the spool 18.8 revolutions.

The writer has not been able to explain the reason for the peculiar shape of the "chair-frame" wheel, nor has

\* "The Linen Trade of Europe During the Spinning Wheel Period," by John Horner, Belfast. M'Caw, Stevenson & Orr, Ltd. 1920.



he been able to record any explanation by other people. It might be just the result of the imagination of some individual.

Different from the "chair-frame" wheel, where the treadle and counter-shaft wheels are arranged along a vertical line, Fig. 2 shows another type of counter-shaft spinning wheel, where the driving wheel, the counter-shaft and the spindle are arranged along a horizontal line. This wheel is located at the Old Dartmouth Historical Society, New Bedford, Massachusetts.

This is a spindle-tip wheel with hand drive. The motion is transmitted by means of bands, and the dimensions of the wheels and pulleys are as follows:

Driving Wheel .....	23 $\frac{3}{4}$ in. dia.
Small Counter-shaft Wheel .....	2 $\frac{1}{2}$ in. dia.
Large Counter-shaft Wheel .....	9 in. dia.
Spindle Wheel .....	$\frac{3}{4}$ in. dia.

Thus, for one revolution of the driving hand-wheel the spindle will make 114 revolutions. If the driving wheel were rotated at 60 r.p.m. the spindle would make 6,840 r.p.m. This is about half as fast as the spindle speed of an ordinary woolen wheel, computed at the beginning of this paper.

In the case of this wheel, again the historical data are extremely scarce. This wheel is probably more recent than the "chair-frame" wheel. The only data about its history are on its label, which reads as follows:

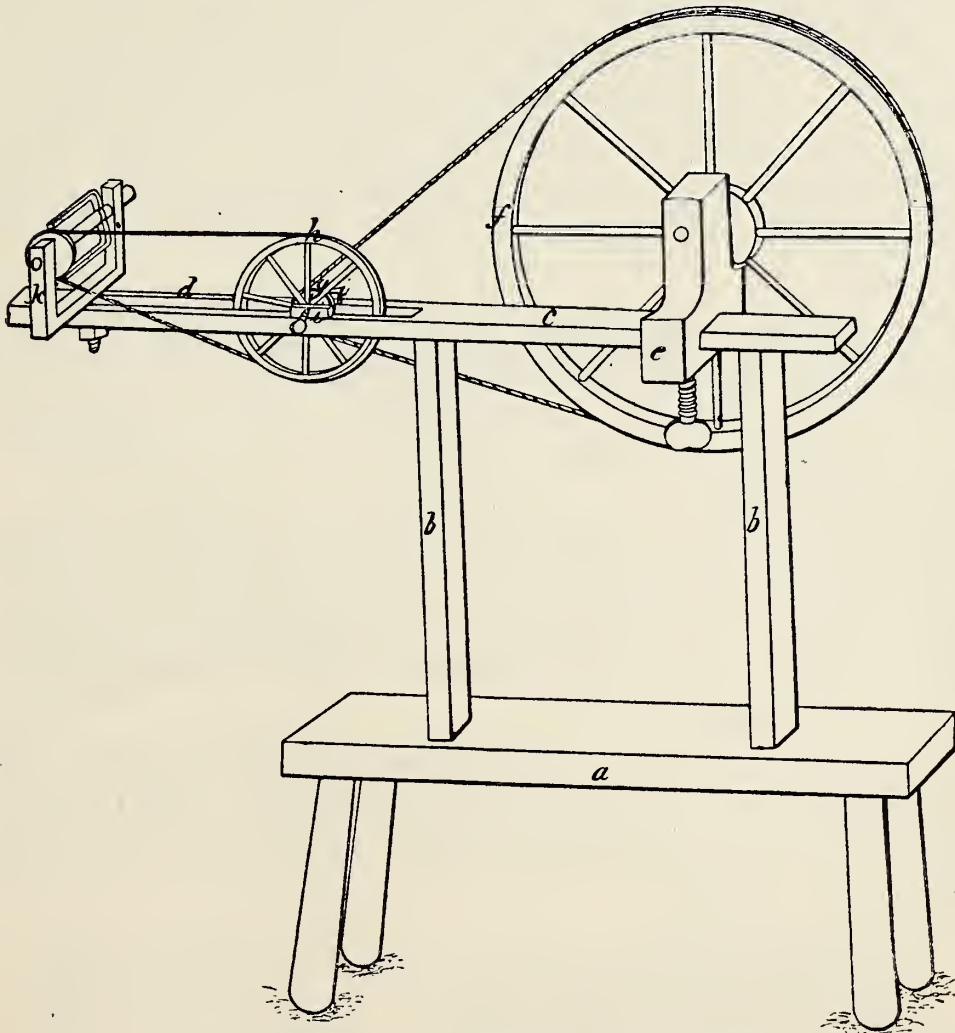
"Spinning wheel designed and made prior to 1814 by Thomas Howland (1748-1823) of Dartmouth. Gift of Estate of Mary S. Wood." Dartmouth is the old name for New Bedford, and the Howland family were prominent in that city.

A whole sub-class of the United States classification of patents is devoted to domestic spinning. It is Sub-class 2, "Domestic," of Class 118, "Spinning." Among the early spinning wheel patents, the one granted to Elijah Skinner on January 17, 1818, is of interest. The wheel he patented is shown in Fig. 3. Although Skinner's wheel is a flyer wheel and Howland's wheel a spindle-tip wheel,

the construction of the two is essentially the same. All of the claims of Skinner have been anticipated by Howland's construction, whose wheel was built at least four years prior to Skinner's patent.

Let us examine Skinner's patent a little more closely. The patent is granted on a wheel "for the manufacturing of cotton, woolen and tow yarn." This is more than we know about the Howland wheel. Claims are not appended to the specification, as is done nowadays in patents, but the spirit of Skinner's invention is summarized in the following words:

"This machine may be raised or lowered, lengthened or shortened to accommodate persons of different sizes,



*Courtesy of the Newcomen Society of London.*

FIG. 3. SPINNING WHEEL OF E. SKINNER. UNITED STATES PATENT GRANTED JANUARY 17, 1818.



standing or sitting; and is peculiarly adapted for the ease of the feeble, infirm or children."

Turning to Fig. 3, we see that this wide range of settings is obtained by making the driving-wheel and the spindle slideable and adjustable vertically in a supporting bench. The illustration shows only one band driving the spindle, and the specification does not mention the fact whether the spool was also driven by band. We conclude from this that the wheel had flyer lead, the spool being held back by some kind of tension which is neither shown nor mentioned.

Exactly the same means as used in the Skinner wheel are used on the Howland wheel (Fig. 2) for obtaining the same adjustments. In this latter wheel, too, the spindle and the driving wheel were made adjustable horizontally in a supporting beam. Instead of using screws to hold these parts in place, the way this is done by Skinner, Howland uses a wedge to fix the driving wheel. As to the spindle, no locking device is to be found on the wheel now.

The vertical adjustment of the Howland wheel is obtained in the same way as Skinner's. The beam supporting the mechanism is made adjustable vertically in a supporting bench, the height being regulated by catches in the vertical posts.

From the above it will be easily seen that the advantages claimed by Skinner were already embodied in Howland's wheel. Had this latter been known by the Patent Office to exist, Skinner's patent would probably never have been granted.

The two wheels are still further similar in that the counter-shaft is fixed in the supporting beam. The dimensions of the wheels are also similar. Those of the Skinner wheel are as follows:

Driving Wheel .....	24 in. dia.
Small Counter-shaft Wheel .....	2½ in. dia.
Large Counter-shaft Wheel .....	9 in. dia.

The diameter of the spindle wheel is not given. The difference in the diameter of Skinner's and Howland's

wheels—only  $\frac{1}{4}$ -inch in the driving wheel—is so small as to be insignificant.

The reason why Skinner considered his wheel well adapted for the “feeble,” was probably that the demultiplication obtained by the use of the counter-shaft required very little motion of the hand to obtain the required speed at the spindle. He also speaks of the hand-driving wheel as having “a proportionately heavy rim” making “its rotation easy and firm,” and of the counter-shaft wheel as being “very thin and light” and which bears with “steel or brass boxes on steel points.” All these features must have facilitated the operation of the wheel. According to Elijah Skinner, it is possible, on a wheel of his construction to “spin much more and better yarn in a day than on any other in use with one spindle, known to your petitioner,” as a result of this arrangement.

The specification of Skinner’s patent does not give the inventor’s home address, so we have no information whether his wheel was developed in the vicinity of New Bedford, which was Howland’s residence at the time it was known as Dartmouth.

We might add that we are unaware, at present, of other horizontal counter-shaft wheels of the same general arrangement.

In conclusion we might say that, unlike the “chair-frame” wheel, we know the reason which caused the design of the counter-shaft wheels of the type of Howland’s and Skinner’s, namely, the endeavor to obtain one universally adjustable wheel for the ease and comfort of the spinner.



## CONTRACT FOR PAINTING THE INTERIOR OF TIMOTHY ORNE'S HOUSE.

---

Salem, January 31, 1763.

We the Subscribers Jointly & severally Promise & Agree with Timothy Orne to Completely Paint & finish his New House in Salem to the Satisfaction of s<sup>d</sup> Orne in a good Workmanship like Manner as follows, Viz—

To paint the Entry Way throughout & back stare Rails & Banisters into the Garrit with a good Stone Collour four times over.

To paint One Front Room Stone Collour the other Front Room Mahogany Collour one back Room Cedar or Stone Collour & the Kitching Lead Collour—One front Chamber Cedar, one front Chamber Green, one back Chamber Russian Blue & one Back Chamber Lead or olive Collour, to paint them all over 4 times except the two Rooms that is to be Lead Collour which is to be done twice over, to paint the Dressers Chocolat Collour the Seats in all the Windows Mahogany Collour & to paint all the Closetts & to Size all the Upper Chambers with Spanish Browne & the Wash Boards black & to finish & Compleat it all to the Satisfaction of s<sup>d</sup> Orne on or before the 30 Day of April next & to find all the Oyl & Collours.

In Consideration whereof s<sup>d</sup> Orne is to pay us Thirty Three pounds 6/8 & two Gall. of Rum & no more.

William Luscomb

John Pickering

—*Timothy Orne Mss., Vol. VI. p. 19.*

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## MARKET HOUSE IN DERBY SQUARE.

---

The Committee for carrying into effect the vote of the town, for accepting the gift of land offered by Benjamin Pickman, jun. and John Derby, Esqrs. and building thereon a Market House with a Town Hall, has executed

their commission with a degree of diligence and fidelity highly honorable to themselves, and advantageous to their constituents. It was the latter end of June when they began to level the ground for the site of the building; and on Saturday last, the house being completed for use, the stalls and cellars were leased by public auction, producing an aggregate of something more than 2000 dollars; and yesterday morning the market was opened in a style highly gratifying to every householder who visited it. The building is of brick, 100 feet by 40, two stories high, and exhibits a neat specimen of architecture. The passage through the square from Essex to Front street is a convenient descent, handsomely paved; and in removing the top of the ground, about 24000 feet of land has been made on the South River, giving room for many further conveniences in our marketing, besides what is reserved to the gentlemen who have so generously afforded this accommodation to the town. The sum for which the stalls and cellars rented must fulfil the highest expectations of the inhabitants, as, besides the convenience which it will afford them in their daily catering, it is computed to yield a handsome clear profit to the town.

—*Salem Gazette*, Nov. 26, 1816.

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## MARKET HOUSE AND TOWN HALL.

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The Subscribers are desirous of contracting for building a MARKET HOUSE and TOWN HALL. Any persons willing to undertake the job will apply to either of the subscribers for particulars, and bring in their proposals on or before the 27th inst.

JOSEPH ROPES,  
WILLARD PEELE,  
WM. P. RICHARDSON.

Salem, July 19, 1816.

—*Salem Gazette*.



## OLD NORFOLK COUNTY RECORDS.

*(Continued from Volume LXII, page 128.)*

Joseph ffrench, sen., of Salisbury, taylor, for a higledee pigledee lot of salt marsh and three thousand foot of marchantable white pine board, conveys to Andrew Grele of same town, planter, a cow common lott of salt marsh in Salisbury, neare a place called ye long pines, as it is now inclosed, and all within ye fence, bounded with land of Sam<sup>n</sup> Buswell, Sam<sup>n</sup> Getchell, with ye lott of John Gill which sd. Gill bought of Robert Downer, Jno. Stevens jun. and William Brown, and by ye comon. July 28, 1679. Wit: Tho. Bradbury, Mary [her S mark] Conner. Ack. by Joseph ffrench, Susanah his wife consenting thereto, July 19, 1681, before Nath. Saltonstall, assistant.

Tho. Davis of Haverhill, for 40s, conveys to Robert fforde of same towne, about half an acre land, lying at ye corner of my land, formerly in possession of Tho. Duston of Haverhill, bounded by ye highway going to sd. fford's land, and by a great Rock in middle of little River, May 23, 1681. Wit: Ezra Rosse, Abigail [her A mark] Rolfe. Ack. by Thomas [his O mark] Davis, June 12, 1682, before Nath. Saltonstall, assistant.

John Cole of Salisbury, in consideration of the promise of my cosen, Jn<sup>c</sup> Allin of same town and Mary his wyfe, to take care of and provide for me as long as I ye said Cole do live, being by reason of age and other weakness unable to provide for my self or to improve my estate as I am fower score and five years old, said Cole conveys to said Jno. Allin and my loving kinswoman, Mary, his now wyfe all his estate, both real and personal, viz., a six acre lot meadow in ye great meadow, formerly Mr. Thomas Dumers, lying between ye meadow formerly Mr. Doues and Mr. Mondays; also my first higglede piggledee lot of salt marsh towards Brush Iland; also my other salt marsh lott towards black rocks, together with my fower oxen, three coves, two two year old heiffers already in

ye hand of sd. Allen; also a bill of three pounds money due from John Eaton, a cow in ye hands of William Allen, jun., also a bill of William Barnes and Willi: Osgood, sen., a bill or debt of Joseph Lankasters and of Richard Curriers and Robert Ring and also Richard Hubbard as by note of particulars more fully exprest. It is further agreed that if sd. Allen or his wyfe shall not at any time provide for me, this obligation shall be void. April 17, 1678. Wit: Robert Pike, jun., William Carr. Signed by John [his O mark] Cole. Maj. Robert Pike deposed, April 25, 1682, that he wrote this covenant and that it was the free act of John Cole who desired him, ye sd Pike to deliver ye estate to sd. Jno. Allen. Before Nath<sup>l</sup> Saltonstall, assistant, before whom also William Carr deposed, May 9, 1682, that he saw John Cole sign the above writing. Robert Pike, jun., deposed, June 23, 1682, before Robert Pike, assistant, that he saw John Cole sign afore said writing.

Nath<sup>l</sup> Winsley of Salisbury, planter, Mary, his wife, and Hepziba, his daughter, for £30 sterling, one halfe in money and ye other halfe in marchants goods, convey to William Sargent of Amsbery, planter, two higgleddee pigleddee lots of marsh in Salisbury, being about six acres of ye last division, towards Merimack River, bounded with marsh of William Osgood, sen., nearest ye creeke, and with a creek which parteth between said lot and those of Major Robert Pike and Richard Goodale, and a creek between these and Isaac Buswells lot originally, also by another creek leading into Mondyes pond, so called, and so upon ye shad creek. Aug. 22, 1681. Wit: Mary [her O mark] Challis, Sarah [her S mark] Read. Ack. by Nath<sup>l</sup> Winsley, Mary [her ( ) mark] Winsley and Hepziba [her X mark] Winsley, Mary, his wife yielding up her dower rights, July 1, 1682, before Robert Pike, assistant.

Mortgage: Nath<sup>l</sup> Winsley of Salisbury, planter, for money and goods, conveys to William Sargent of Amsbery, one half of my two and thirtieth part of Block Island, which I formerly purchased of Mr. Jno Alcock of Roxbery, excepting twenty acres which I have already



sold and twelve acres referred by sd. Alcock in his deed of sale to me. Always provided that if Hepziba Winsley, daughter of sd. Nath<sup>l</sup> shall, when she comes to ye age of being capable to pass away land, further confirm as by law, that deed of sale of two higledee pigledee lotts of marsh which she with her father and mother, Nath<sup>l</sup> and Mary Winsley sold to Willi. Sargent, Aug. 22, 1681. Wit: Mary [her O mark] Challis, Sarah [her S mark] Read. Ack. by grantor July 1, 1682, before Robert Pike, assistant.

Discharge of mortgage. Whereas, there is mention made in a former writing of a mortgage of a part of Block Island for security of ye confirmation of ye demised premises unto William Sargent from sd. Winsleys daughter, Hepzibah, said William Sargent declares he has received such satisfaction that he hereby discharges sd. mortgage. Ack. by William Sargent, Aug. 27, 1684, before Rob<sup>t</sup> Pike, assistant.

John Allin of Salisbury, mariner, and Mary his wife, administratrix of estate of Jedediah Andross, late of Salisbury, deceased, for £30 in money and cattle, convey to Mr. John Stockman, of same town, gent., ye dwelling house with appurtenances in Salisbury, upon land formerly belonging to John Rolfe, now deceased. July 25, 1675. Wit: Tho. Bradbury, Charles [his U mark] Bayly. Ack. by John Allin and Mary, his wife, July 25, 1675, before Robert Pike, commissioner.

John Sanders of Weeks, in ye parish of Downton, county of Wilts, yeoman, and Hester Sanders, his wife, for £60, confirm the sale of lands in Salisbury to John Stockman of Salisbury, gent., which lands were contracted for by our attorney Richard Dole of Nuberie. Said lands containing about twelve or fourteen acres adjoining Mr. Stockmans house, being lately owned by Jno. Rolfe, deceased, and Tho. Dumer. Also about ten acres upland near Jno. Cloughs, and ye privilege of comon or freehold which was my father, John Rolfs deceased, and six acres of marsh land belonging thereon. March 16, 1676. Wit: John Pike. Signed by John Sanders and Hester [her H S mark] Sanders.

Robert Pike of Salisbury and Sarah, his wife, for love and affection, convey to their deare and well beloved children, John Stockman of Salisbury, merchant and Sarah his wife, one full and complete eighth part of ye eighth part of land called Quenebague sold to me by John Endicott, Esq., being about 30 miles by 15 miles English measure, which Aguntus and Alumpus, two Indian sachems formerly gave to John Endicott, Esq., late Governor of Massachusetts, and John Winthrop, Esq., late Governor of Connecticut, and to Joshua Huse and Amos Richardson, both late of Boston, said land extending from Uncass land lying westward Pequitt and ye Narragensetts country to ye outmost bounds of any land belonging to sd Haguntus and Alumpus, as appears by evidences under ye hands of ye Sagamores and those of ye Publique Notary for Massachusetts Colony, with some reservations of privileges to said Sagamores, their kindred and friends. May 14, 1678. Wit: Robert Pike, jun., Moses Pike. Ack. by Major Robert Pike, April 8, 1679, before Salisbury Court, Tho. Bradbury, recorder, and Sarah [her S mark] Pike surrendered her dower rights April 11, 1679, before Sam<sup>l</sup> Dalton, commissioner.

Jno. Allin of Salisbury, planter, for £16, conveys to Jacob Morrill of same town, shipwright, about two acres marsh in Salisbury at a place called Rocky meadow between lotts of Jno. Clough, sen. and Thomas Carter, butting upon the little river and upon marsh of Henry Brown. July 22, 1682. Wit: Robert Ring, Isaac Morrill. Ack. by Jno. Allin, his wife, Mary, consenting thereto, July 24, 1682, before Robert Pike, assistant.

John Dickison, sen., of Salisbury, planter, for £8, conveys to Tho. Mudgett of same town, shipwright, about two acres fresh meadow in Salisbury, in a place commonly called ye great meadowes, bounded with land of John Ilsley, and meadow now in possession of sd. Mudgett, butting upon little River. March 9, 1680-81. Wit: Jacob Morrill, Abraham Morrill. Ack. by Jno. [his + mark] Dickison, July 27, 1682, before Robert Pike, assistant.

Richard Singletary of Haverhill, for natural love and affection, conveys to his son, Nathaniel Singleterry of



same towne, a piece of meadow comonly called ye saw mill meadow which was formerly in possession of James Pecker, also my meadow which was formerly Thomas Whitchers, that we call Hauks, and two commonages and my forth division to his son John, and also do confirm what I have before given him. August 31, 1682. Wit: Richard Hubbard, Richard Smith. Ack. by Richard [his S mark] Singletary, Sept. 7, 1682, before Robert Pike, assistant.

Robert Swan of Haverhill conveys to Phillip Easman of same town, about eight acres land in Haverhill, which I bought of Thomas Lynforth, bounded with land of Thomas Dow, John Haseltine and Dan<sup>n</sup> Bradly adjoining to comon land. April 9, 1670. Wit: Mary Ward. Ack. by Robert Swan, April 9, 1670, before Nath. Saltonstall, commissioner.

Dan<sup>n</sup> Lad, jun. of Haverhill and Lidia, his wife for £26, conveys to Phillip Easman of Charlstown about fower acres upland, bounded by land of Steven Kent and by ye highway. Also conveys about one acre and a half of meadow in a place commonly called ye Rose meadow, bounded with meadow of Tho. Lilford. Also all privileges belonging to two comonages in that tract of land commonly called ye cow comon. Nov. 27:68. Wit. John Carlton, Hannah Carleton. Ack by Daniel [his L mark] Lad, jun., Lidia [her T mark] Lad his wife consenting thereto, Dec. 8, 1669, before Nath<sup>n</sup> Saltonstall, commissioner.

John Haseltine of Haverhill, husbandman, and Jane his wife, for an exchange convey to Phillip Eastman of same place, husbandman, about sixteen acres upland in Haverhill, bounded by said Phillips land and land of Nath<sup>n</sup> Elithop and Moses Bradstreet of Rowley and Dan<sup>n</sup> Bradly. Dec. 29, 1670. No witnesses. Ack. by John [his I mark] Haseltine, 29:10:1670, before Nath. Saltonstall, commissioner.

Sarah Sargent, administratrix of estate of her father, William Sargant of Amesbery, conveys to Thomas Stevens, of same town, planter, one half of a fower acre higly pigly lott in Salisbury, bounded with land of Georg Carr,

sen. and salt marsh of William Osgood, sen. Sarah Sargent, also, as executrix of the estate of her father, said Willi. Sargent, deceased, pays the debts and legacies as ordered in his will. Dec. 17, 1681. Wit: Thomas fframe, Willia. [his Ⓕ mark] Challis. Ack. by Sarah Sargeant, Dec. 22, 1681, before Nath. Saltonstall, assistant. Tho. Sargent, widow Mary [her C mark] Challis and Wm. Sargent relinquished any title or interest they might have in aforesaid property, Dec. 22, 1681, before Nath. Saltonstall, assistant, Thomas fframe and W<sup>m</sup> [his = mark] Challis, being witnesses thereto.

Richard Dole, of Nubery, sole executor unto John Rolfe, some time of Salisbury, yeoman, late deceased, for £11, conveys to Ephraim Brown of Salisbury, ye first higledee pigledee lott of salt marsh, of about three acres in Salisbury, belonging to ye sd. Rolfe. Bounded with lots of Tho. Carter, John Stevens, sen., Jno. Clough, sen., Joseph ffletcher, and a great Creeke. April 21, 1679. Wit: Thomas ffowler, Tho. Woodbridge. Ack. by Richard Dole, Apr. 26, 1679, before Jo. Woodbridg, commissioner.

Sam<sup>n</sup> Getchell of Salisbury, planter, conveys to Ephraim Brown of same town, planter, two acres of meadow which was part of a lot that was formerly Joseph ffrenches, at a place commonly called ye hog pens, bounded with meadow of said ffrench and ye common meadow. May 1, 1680. Wit: Thomas Hoyt, Sam<sup>n</sup> Clough. Ack. by Sam<sup>n</sup> [his mark] Getchell and Dorcas [her mark] Getchell, his wife consenting thereto, Sept. 21, 1681, before Nath. Saltonstall, assistant.

Robert Swan, sen. of Haverhill for natural and parental love conveys to his eldest son, Robert Swan, about 120 acres land in Haverhill, being a part of my playne over against ye towne of Andover, bounded by Spickett and Merimack Rivers and land of Leift. Browne and Robert Swan. Also conveys to sd. Robert one haif of my hundred acres of woodland at Bare meadow and one half of ye meadow which I bought of Bartholomew Heath of Haverhill, adjoining Spickett River. March 14, 1680. Wit: Andrew Grele, Moses Davis. Ack. by Robert Swan, s<sup>s</sup>. March 14, 1680, before Nath. Saltonstall, assistant.



Timothie Easman of Suffeild in county of Hampshire. blacksmith, for £28, conveys to Phillip Easman of Haverhill, planter, about 28 acres land in Haverhill, bounded by land of Abraham Whitticker, by Merries Creek and by land in possession of Moses Bradstreet and Nath<sup>l</sup> Elethorpe, Oct. 23, 1678. Wit: Tho. Bradbury, Samuel Easman. Ack. by Timothie Easman, Nov. 5, 1679, before Nath. Saltonstall, assistant.

William Neff of Haverhill, for £20, conveys to Phillip Easman and Thomas Easman of Haverhill about five acres of meadow in Haverhill as on record in Haverhill towne booke, said land lying in a place called Policy meadow, bounded by ye towns head and by meadow of James Davis, sen. July 13, 1680. Wit: Steven Grenleafe, Samuel Smith. Ack. by Willi. [his Z mark] Neff, Mary [her / mark] Neff, his wife, consenting thereto, April 12, 1682, before Nath. Saltonstall, assistant.

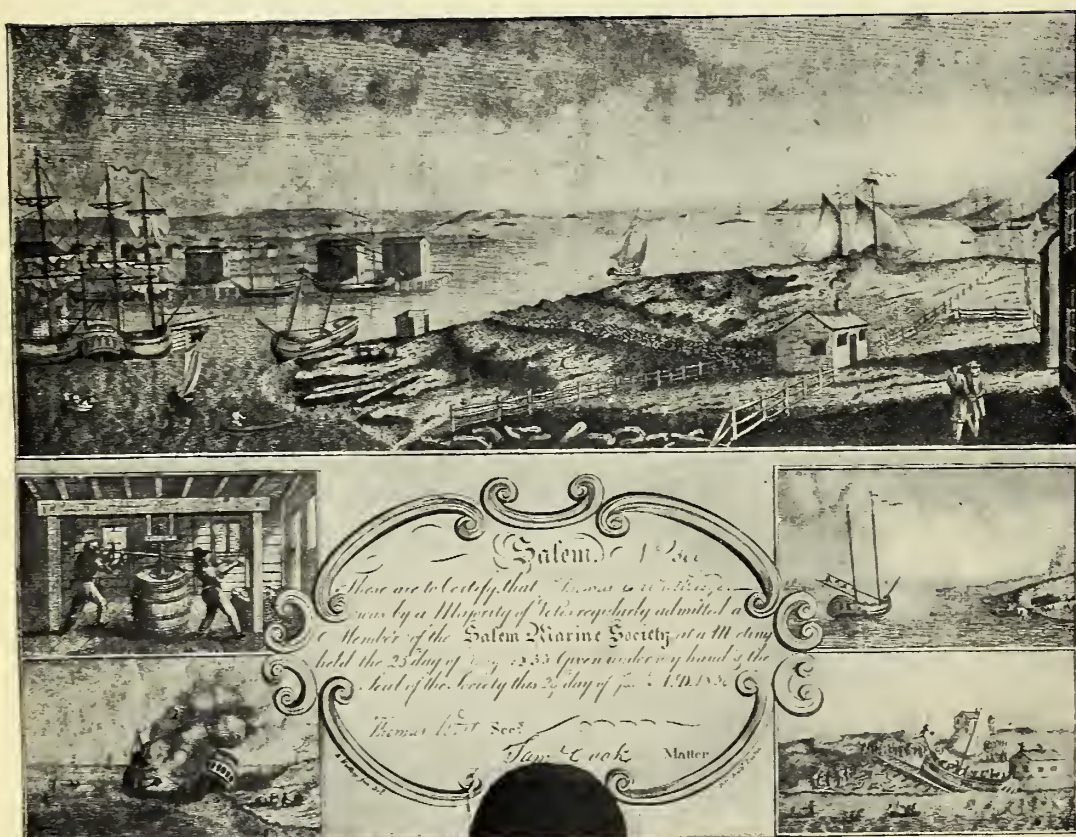
Joseph Peasley of Haverhill, planter, (Ruth, his wife releasing her dowrie when desired) for £19, 10s, conveys to Lieu<sup>t</sup> George Brown of same place, about three or fower acres of land at ye east meadow in Haverhill, joyning unto one end of sd. Lieut. Browns meadow, being the whole of my land or meadow which I have enclosed within a fence. Oct. 4, 1682. Wit: Joseph Bond, John Johnson. Ack. by Joseph [his i mark] Peasly, Oct. 4, 1682, before Nath. Saltonstall, assistant.

John Dow of Haverhill, cooper, for £29, conveys to Theodder Atkinson, sen., of Boston, felt maker, about ffiftie acres of land in ye woods in Haverhill about fower mile from ye boundry, bounded by land of Robert Clements and comon land and that sometime of Will. Deales, by lands of Thomas Linford and Mr. Ward, and by meadow laid out for Tho. Dow and upland of other men. Said Dow also conveys about eleven acres upland in Haverhill, about one quarter of a mile from Merimack River, bounded with land of Dan<sup>l</sup> Henrick, Robert Clements, Thomas Whicher and Richard Singletary and the comon highway.

*(To be continued.)*







AN EIGHTEENTH CENTURY VIEW OF SALEM HARBOR  
 From the certificate of membership in the Salem Marine Society.

## EARLY COASTWISE AND FOREIGN SHIPPING OF SALEM.

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### A RECORD OF THE ENTRANCES AND CLEARANCES OF THE PORT OF SALEM, 1750-1769.

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*(Continued from Vol. LXII, page 200.)*

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ANTELOPE, bgtne., 90 tons, JOSEPH WADLEY, from Louisburg, Oct. 27, 1758; JOHN PEARSON, to West Indies, Oct. 27, 1758.

ANTELOPE, ship, 160 tons, RICHARD DERBY, JR., from Cadiz, Sept. 16, 1761; EDWARD ALLEN, to Guadaloupe, Jan. 27, 1762; 150 tons, from Gibralter, May 27, 1763; JOHN DERBY, to Gibralter and Leghorn, Sept. 27, 1764; from Cadiz, May 20, 1765; to Madeira, July 9, 1765; JNO. MASURY, 3d., from Dominico, June 11, 1766; JOHN DERBY, to Dominico, Oct. 17, 1766; from Montserrat, July 20, 1767; JOHN MASURY, to Spain, Nov. 24, 1767.

APOLLO, sch., 32 tons, JOSEPH GRAFTON, to Guadaloupe, Mar. 27, 1761.

APPLEDORE, bgtne., 60 tons, DANIEL NICHOLS, to Appledore, Dec. 7, 1752.

ARGILLA, sch., 70 tons, MOSES WELLS, JR., to West Indies, Jan. 19, 1762; from Guadaloupe, June 29, 1762; to Barbadoes, Oct. 6, 1762; from Barbadoes, Jan. 20, 1763; to Jamaica, Feb. 7, 1763; to St. Christopher's, Aug. 13, 1763; from St. Martin's, Jan. 20, 1764; to Antigua and St. Kitts, Apr. 16, 1764; from Anguilla, Oct. 8, 1764; JOHN LAWSON, to Dominico, Jan. 10, 1765; GEORGE BATCHELDER, from St. Eustatia, Jan. 31, 1766; JOHN LAWSON, from Turk's Island, May 20, 1765; GEORGE BATCHELDER, to West Indies, Aug. 26, 1765.

ARGILAE, sloop, 65 tons, PETER DOLLIVER, to West Indies, June 25, 1760.

AURORA, bgtne., 80 tons, NICHOLAS BARTLET, to Cadiz, Jan. 5, 1751; from Cadiz, June 17, 1751; 100 tons, ANDREW TUCKER, to Bilbao, Sept. 26, 1751; from Bilbao, Apr. 6, 1752.



AURORA, snow, 75 tons, PATRICK YOUNG, to Montrose, Scotland, Nov. 8, 1752.

AURORA, snow, 140 tons, ABRAHAM WOODETT, to Liverpool, Oct. 12, 1754.

AURORA, sch., 36 tons, GEORGE BATCHELLER, to West Indies, May 24, 1755; from St. Martin's, Sept. 27, 1755; to West Indies, Mar. 1, 1756; 42 tons, from St. Martin's, June 28, 1756; to West Indies, Sept. 30, 1756.

AURORA, snow, 90 tons, W. DEADMAN, to Lisbon, Oct. 29, 1755; from Cadiz, May 31, 1756; JOSEPH HIBBERT, to Europe, Jan. 12, 1757; 100 tons, from Lisbon, July 9, 1757; to Europe, Jan. 7, 1758; from Lisbon, June 29, 1758; to Bilbao, Jan. 17, 1759.

AURORA, sloop, 25 tons, HENRY GUY, from Maryland, Apr. 10, 1756; to Maryland, May 12, 1756.

BADGER, sch., 60 tons, GEORGE DENNING, JR., to Cadiz, June 21, 1765; from Monte Christi, Mar. 3, 1766; ANDREW GIDDINGS, to West Indies, Jan. 16, 1767; to West Indies, Aug. 20, 1767; from St. Kitts, Nov. 20, 1767.

BADGER, sch., 70 tons, BENJAMIN WEST, to Dominico, Aug. 5, 1766; from St. Crux, Feb. 28, 1767; to West Indies, June 20, 1767; from Turk's Island, Sept. 8, 1767.

BADGER, sch., 54 tons, ISAAC SOMES, to West Indies, Mar. 19, 1768.

BAILEY, sch., 65 tons, ISAAC RANDALL, to West Indies, Feb. 6, 1752.

BALTICK, sch., 70 tons, EDWARD ALLEN, to South Carolina, Nov. 7, 1763; 80 tons, from Kirkwall, July 25, 1764; to South Carolina, Oct. 30, 1764; to North Carolina, July 9, 1765; to Guadaloupe, Aug. 3, 1765; from Guadaloupe, Apr. 30, 1766; to Jamaica, May 27, 1766.

BALTICK, bgtne., 90 tons, EDWARD ALLEN, to West Indies, Dec. 5, 1766; from Jamaica, Nov. 1, 1766; from Guadaloupe, June 17, 1767; to Gibraltar, July 8, 1767.

BALTIMORE, sch., 35 tons, AMOS PHIPPS, to Maryland, Dec. 24, 1764; from Maryland, Mar. 19, 1765.

BALTIMORE, sch., 60 tons, JONATHAN BOOTMAN, from Virginia, Apr. 14, 1767.

BARBERY BUSH, sch., 60 tons, JOHN REED, JR., to

South Carolina, Nov. 29, 1762; from South Carolina, Mar. 5, 1763; from South Carolina, Mar. 2, 1764; JOHN PROCTER, to West Indies, Oct. 22, 1765; to St. Eustatia, Nov. 20, 1766.

BARCELONA, sch., 60 tons, PHILIP BABSON, from Curacoa, May 22, 1752; DAVID INGERSOL, to Antigua, Sept. 29, 1752; from Curacoa, Dec. 28, 1752.

BARCELONA, sch., 42 tons, DAVID INGERSOLL, to West Indies, Jan. 6, 1753; from Curacoa, June 5, 1753.

BARCELONA, sch., 40 tons, DAVID WALLIS, to Maryland, Dec. 6, 1757; from Maryland, Apr. 25, 1758.

BARCELONA, sch., 45 tons, ZEBULON PARSONS, to Barbadoes, Jan. 19, 1760; from Barbadoes, May 1, 1760; to West Indies, July 9, 1760; from Turk's Island, Nov. 15, 1760; to West Indies, Mar. 20, 1761; from St. Kitts, July 4, 1761; DANIEL MARTIN, from Monte Cristo, Apr. 13, 1762; JOHN INGRAHAM, to West Indies, May 4, 1763; from Guadaloupe, Sept. 29, 1763; to Montserrat, Mar. 24, 1764.

BARKER, sch., 26 tons, JOHN BARKER, to West Indies, Jan. 26, 1758.

BATCHELLER, sch., 36 tons, WILLIAM BARTLET, from St. Martin's, May 19, 1755.

BATCHELLER, sloop, 28 tons, JOSEPH GRAFTON, from Nova Scotia, Oct. 10, 1763; to Nova Scotia, Oct. 29, 1763; to Nova Scotia, Apr. 4, 1764.

BAYLEY, sch., 45 tons, WILLIAM YOUNG, to Halifax, Aug. 12, 1751.

BEAUTY, bgtne., 50 tons, SAMUEL DYER, from Turk's Island, July 1, 1751.

BAUBLE, sch., 18 tons, WILLIAM GOODRICH, from Virginia, Aug. 19, 1752; to Virginia, Oct. 25, 1752.

BEAVER, sch., 40 tons, AMOS STICKNEY, to Barbadoes, Nov. 29, 1750; from Tortugas, Apr. 23, 1751; WILLIAM WEBSTER, to Cadiz, Aug. 7, 1751; from Cadiz, Jan. 24, 1752; to Bilbao, Apr. 20, 1752; from Cadiz, Oct. 20, 1752; to Fayal, Jan. 6, 1753; from Fayal, Apr. 26, 1753; to Fayal, Aug. 13, 1753; from Fayal, Nov. 12, 1753; to West Indies, Feb. 18, 1754; from Madeira, June 26,



1754; to West Indies, Dec. 24, 1754; from Cadiz, Dec. 15, 1755; to Lisbon, Apr. 15, 1756; from Cadiz, Sept. 9, 1756; to Fayal, Dec. 10, 1756; from Fayal, Mar. 7, 1757; GEORGE DODGE, to St. Kitts, June 21, 1757; from St. Martin's, Sept. 23, 1757; JOHN HODGES, to Montserrat, Nov. 6, 1757; from St. Martin's, Mar. 27, 1758; to West Indies, May 18, 1758; from St. Martin's, Oct. 13, 1758; JOSEPH GRAFTON, JR., to Barbadoes, Jan. 5, 1759; from Barbadoes, May 14, 1759; JONATHAN MASON, to West Indies, Sept. 11, 1759.

BECKFORD, galley, 130 tons, ROBERT ANGIER, to Jamaica, May 4, 1752.

BELLONA, sloop, 32 tons, PETER GROVES, to Philadelphia, Oct. 1, 1759; from Philadelphia, Dec. 1, 1759; ANDREW HERRICK, to Philadelphia, Dec. 1, 1759; from Philadelphia, Mar. 28, 1760; to Philadelphia, Apr. 25, 1760; to Philadelphia, May 18, 1760; PETER GROVES, from Philadelphia, June 18, 1760; ANDREW HERRICK, from Philadelphia, Aug. 9, 1760; to Philadelphia, Sept. 12, 1760; from Philadelphia, Dec. 17, 1760; from Philadelphia, Mar. 7, 1761.

BENJAMIN, sch., 54 tons, RICHARD LEE, from Fayal, Apr. 18, 1751; to West Indies, May 6, 1751.

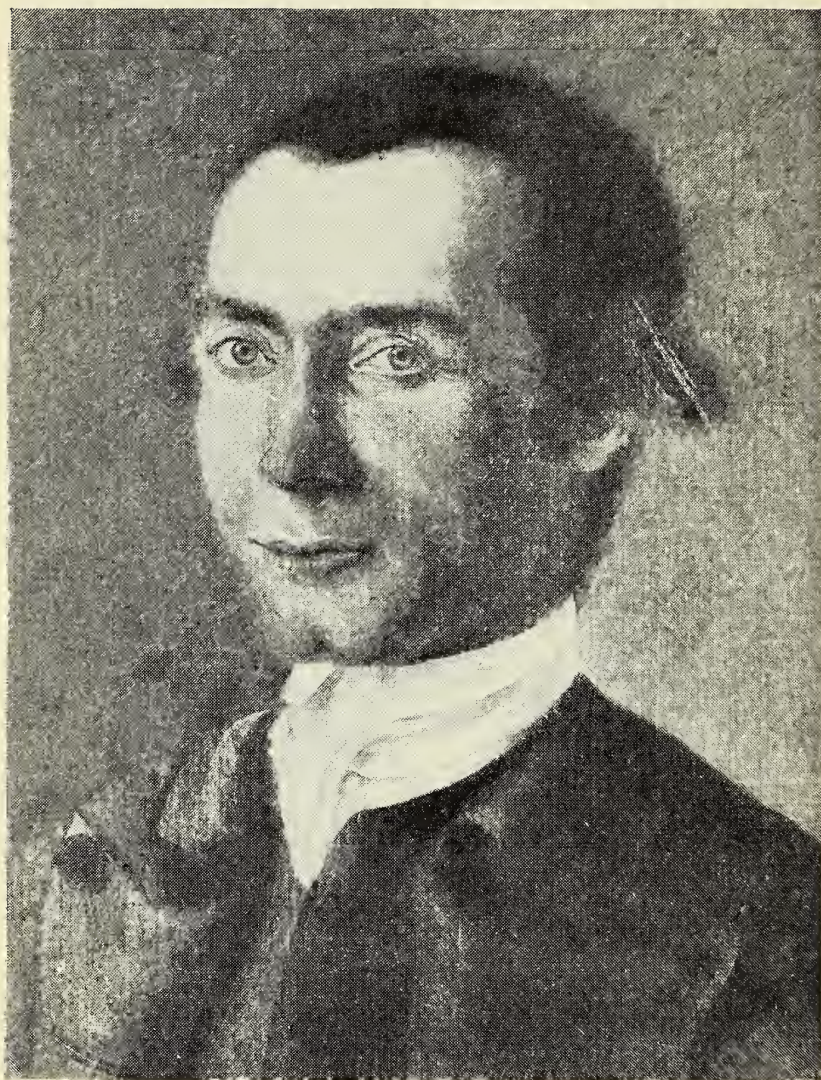
BENJAMIN, sch., 72 tons, RICHARD LEE, from St. Martin's, Nov. 8, 1751; JOSIAH ORNE, to West Indies, Feb. 15, 1752; from Jamaica, July 3, 1752; to Cadiz, Sept. 26, 1752; THOMAS EDEN, from Virginia, Apr. 27, 1753; JOSIAH ORNE, from St. Martin's, July 30, 1753; to Leeward Islands, Nov. 26, 1753; from St. Martin's, Mar. 28, 1754; to Fayal, June 13, 1754; from St. Martin's, Dec. 2, 1754; to Lisbon, Apr. 3, 1755.

BENJAMIN, sch., GEORGE ASHBY, from North Carolina, May 5, 1755.

BENJAMIN, sch., 84 tons, JOHN HODGES, to Barbadoes, Jan. 13, 1755; from Barbadoes, May 22, 1755; to Barbadoes, June 16, 1755; from Philadelphia, Nov. 14, 1755; to Fayal, Dec. 3, 1755; from Fayal, Apr. 27, 1756; to West Indies, June 1, 1756; from Barbadoes, Aug. 22, 1756.







CAPT. EDWARD ALLEN, MERCHANT  
1735 - 1803

Owner and Commander of the Schooner Baltick of Salem.  
From an oil portrait in possession of the Peabody Museum, Salem.

BENJAMIN, sch., 80 tons, RICHARD MANNING, to Barbadoes, Nov. 23, 1756; from Tortugas, May 16, 1757; to Barbadoes, July 9, 1757.

BENJAMIN, sch., 45 tons, RICHARD STACEY, to St. Kitts, June 16, 1757; from St. Martin's, Oct. 17, 1757; to West Indies, Nov. 12, 1757.

BENJAMIN, sch., 40 tons, SAMUEL MASURY, to Maryland, Nov. 15, 1757; from Maryland, Mar. 11, 1758; to Maryland, Dec. 15, 1758; from Maryland, Mar. 10, 1759; JOHN WITFORD, to Virginia or Maryland, Dec. 17, 1760; to Maryland, Mar. 30, 1761.

BENJAMIN, sch., 30 tons, BENJAMIN BELL, from and to Piscataqua, June 12, 1758.

BENJAMIN, sch., 22 tons, BENJAMIN PUNCHARD, to North Carolina, Dec. 19, 1758; from North Carolina, Mar. 22, 1759; to North Carolina, Dec. 1, 1759; from North Carolina, Mar. 25, 1760.

BENJAMIN, sloop, 20 tons, GEORGE ASHBY, to North Carolina, Nov. 6, 1752; from North Carolina, Apr. 11, 1753; to North Carolina, Nov. 6, 1753; from North Carolina, May 4, 1754; to North Carolina, Nov. 30, 1754.

BENJAMIN, bgtne., 96 tons, JOHN CROWNINSHIELD, JR., to West Indies, Sept. 15, 1759; from Turk's Island, Mar. 27, 1760; to West Indies, June 6, 1760; from St. Martin's, Dec. 22, 1760; to West Indies, Apr. 18, 1761; from Tortugas, July 2, 1761; BENJAMIN BATES, to West Indies, Sept. 18, 1761; from Guadaloupe, Apr. 8, 1762; to Gibraltar, May 18, 1762; from Gibraltar, Nov. 18, 1762; to Gibraltar, Feb. 16, 1763; from Cadiz, Sept. 15, 1763.

BENJAMIN, sch., 20 tons, JOHN ROPES, 4TH, to West Indies, Feb. 21, 1761.

BENJAMIN, bgtne., 90 tons, RICHARD STACY, to West Indies, Mar. 23, 1761; from St. Kitts, July 4, 1761; to West Indies, Aug. 1, 1761; DANIEL SANDERS, from Jamaica, Jan. 5, 1762; RICHARD STACY, to West Indies, Mar. 20, 1762; from West Indies, July 1, 1762; to Barbadoes, Oct. 13, 1762.

BENJAMIN, sch., 48 tons, JOHN WHITEFORD, to Mary-



land, Dec. 8, 1762; from Maryland, Apr. 7, 1763; to Virginia, Dec. 28, 1764; from Virginia, Mar. 9, 1765; to Maryland, Oct. 31, 1765; from Virginia, Mar. 22, 1766; to Maryland, Dec. 9, 1766; from Virginia, Mar. 19, 1767.

BENJAMIN, bgtne., 80 tons, DANIEL GLOVER, to Barbadoes, June 14, 1763; from Martinico, Mar. 22, 1763; to Barbadoes, Dec. 6, 1763; from Barbadoes, Mar. 30, 1764; to Georgia, June 1, 1764; to Lisbon, Apr. 6, 1765; from Lisbon, Aug. 13, 1765; to Barbadoes, Oct. 26, 1765.

BENJAMIN, sch., 80 tons, WILLIAM SHILLABER, to Georgia, June 16, 1763; to Dominico, Feb. 24, 1764; from Dominico, Aug. 1, 1764; to Dominico, Feb. 26, 1765; from Martinico, Aug. 16, 1765; to West Indies, Oct. 29, 1765; from Guadeloupe, July 12, 1766; JOHN BERRY, to West Indies, Sept. 12, 1766; from St. Kitts and St. Crux, Mar. 30, 1767; to Fayal, May 21, 1767; from Fayal, Aug. 17, 1767; to Dominico, Dec. 1, 1767.

BENJAMIN, sloop, 80 tons, JACOB PARSONS, to St. Kitts, Sept. 30, 1763; from St. Martin's, May 21, 1764; AARON FOSTER, to St. Christopher's, June 22, 1764; from Guadeloupe, Dec. 24, 1764; JOHN RUST, to St. Christopher's, Apr. 25, 1765; from St. Kitts, Aug. 21, 1765; to West Indies, Oct. 11, 1765; from Guadeloupe, Mar. 24, 1766; to West Indies, May 24, 1766.

BENJAMIN, bgtne., 90 tons, BENJAMIN BATES, from Tortola, July 2, 1764; to Tortola, Oct. 1, 1764; ISRAEL OBER, from Tortola, May 27, 1765; BENJAMIN BATES, to West Indies, Aug. 20, 1765; from Tortola, Dec. 10, 1765; to West Indies, Jan. 15, 1766; from Tortola, June 10, 1766; JACOB CROWNINSHIELD, to West Indies, Nov. 6, 1766; from Martinico, June 3, 1767; to Dominico, Nov. 16, 1767.

BENJAMIN, bgtne., 100 tons, DANIEL GLOVER, to Bilbao, July 11, 1766.

BENJAMIN, sloop, 90 tons, WILLIAM WIER, to Dominico, May 8, 1767.

BENJAMIN, sloop, 80 tons, WILLIAM WIER, to Dominico, Dec. 1, 1767.

BENJAMIN PURCEL, sloop, 60 tons, EBENEZER WARD, JR., to West Indies, June 7, 1762; from Tortola, Sept. 29, 1762; to West Indies, Oct. 28, 1762.

BETHEL, snow, 96 tons, JOHN ROBINSON, from St. Martin's, July 31, 1752.

BETHIAH, sch., 90 tons, NATHANIEL INGERSOLL, JR., from St. Thomas, July 14, 1759; to West Indies, Dec. 14, 1759; from St. Martin's, July 18, 1760; JONATHAN MASON, to Guadaloupe, Nov. 10, 1760; from Guadaloupe, June 9, 1761; NATHANIEL INGERSOLL, JR., to West Indies, Nov. 16, 1761; from Anguilla, May 4, 1762.

BETSEY, sch., 60 tons, JOHN JONES, to Newfoundland, Apr. 24, 1752; from and to Newfoundland, Apr. 13, 1754; from and to Newfoundland, July 15, 1754.

BETSEY, snow, 90 tons, JONATHAN HARVEY, from St. Martin's, Sept. 24, 1753; FRANCIS WRIGHT, to South Carolina, Mar. 9, 1754; JONATHAN HARVEY, from St. Martin's, Dec. 2, 1754.

BETSEY, bgtne., GILBERT CLAPP, 50 tons, from Lisbon, May 16, 1757; to Corunna, July 11, 1757; from Hampton, May 8, 1758; to Lisbon, July 4, 1758; from Lisbon, Oct. 16, 1758; to Europe, Jan. 29, 1759; from Lisbon, June 11, 1759; to Maryland, Sept. 4, 1759; from Virginia, Nov. 27, 1759; to New York, Mar. 14, 1760.

BETSEY, ship, 110 tons, WILLIAM WATT, from Liverpool, Sept. 9, 1758.

BETSEY, ship, 120 tons, JOHN ATKINS, to Virginia, Sept. 21, 1758.

BETSEY, sch., 54 tons, BENJAMIN HINDE, to West Indies, Oct. 12, 1758.

BETSEY, sloop, 20 tons, JOHN GROVES, to West Indies, Nov. 18, 1758.

BETSEY, sch., 50 tons, MAYO GREENLEAF, to West Indies, Jan. 10, 1759.

BETSEY, sch., 55 tons, WILLIAM HASKELL, to West Indies, Sept. 22, 1759; from Tortola, Mar. 17, 1760; SAMUEL HERRICK, to West Indies, Mar. 31, 1760; from Guadaloupe, July 30, 1760; to Guadaloupe, Feb. 3, 1761; from Montserrat, June 4, 1761.



BETSEY, sch., 76 tons, JOHN HODGES, to West Indies, Oct. 29, 1759; from Guadaloupe, May 5, 1760; to West Indies, Sept. 1, 1760; from Guadaloupe, May 14, 1761; to St. Christopher's, Sept. 26, 1761.

BETSEY, sloop, 45 tons, BENJAMIN BATES, from Cadiz, Sept. 22, 1759; to West Indies, Jan. 12, 1760; from and to West Indies, June 23, 1760; from Monte Christo, Dec. 30, 1760; MICHAEL DRIVER, to Newfoundland, May 16, 1761; from Newfoundland, Aug. 29, 1761; to Guadeloupe, Nov. 2, 1761; from Guadeloupe, May 5, 1762; JOHN DERBY, to West Indies, Aug. 21, 1762.

BETSEY, sch., 30 tons, JOHN BAKER, from St. Kitts, July 2, 1760; to Barbadoes, Aug. 21, 1760.

BETSEY, sloop, 55 tons, SAMUEL CARLTON, JR., from West Indies, May 20, 1761; to West Indies, July 21, 1761; from Monte Christo, Dec. 4, 1761; to West Indies, Apr. 28, 1762; from Martinico, May 18, 1763.

BETSEY, sch., 24 tons, JOHN DE LA FON, to West Indies, Oct. 14, 1761.

BETSEY, sch., 55 tons, DAVID DIXEY, from Guadeloupe and to West Indies, Oct. 28, 1761.

BETSEY, bgtne., 60 tons, JOSEPH HIBBERT, from and to Quebec, Nov. 13, 1761.

BETSEY, sch., 55 tons, SAMUEL HERRICK, to Virginia, Dec. 10, 1761; from Virginia, Apr. 7, 1762; to West Indies, June 8, 1762; from Guadeloupe, Dec. 10, 1762; to Martinico, Apr. 16, 1763; from Martinico, July 25, 1763.

BETSEY, bgtne., 80 tons, BENJAMIN DAVIS, to St. Christopher's, Jan. 19, 1762.

BETSEY, sloop, 24 tons, GEORGE GLOVER, to Maryland, Apr. 5, 1762; from Maryland, May 27, 1762; to Virginia, June 16, 1762.

BETSEY, sch., 24 tons, EBENEZER WARD, from Tortola, May 10, 1762.

BETSEY, bgtne., 80 tons, BENJAMIN DAVIS, from Nevis, June 29, 1762; to North Carolina, Sept. 16, 1762.

BETSEY, bgtne., 85 tons, JACOB CROWNINSHIELD, from St. Martin's, Sept. 25, 1762; to Fayal, Dec. 18, 1762;





Capt. Jacob Crowninshield Salem Aug. 23<sup>d</sup> 1763.

You being Master of our Brigg Betsey having  
all things ready for sailing Our Orders are, That you  
proceed the first good Wind with <sup>your</sup> Brigg & Cargo for the West  
Indies Islands, If you should fall in with Dominico we think  
it will be best for to Stop there first & Enquire the Markets and  
the State of the Times and if you should find that you can have  
a good Permission for Lumber at Limbeck or Martinico or Guadalupe  
we think it best to proceed to One of them & there sell what you  
have permission for & Load with more Lumber & other goods  
that you can have Liberty to bring away, be very careful that  
you break no Acts of Trade among them, nor sell no more Goods  
there than you can bring away in such produce as you shall  
have permission to Load with, But in Case that you cannot  
Obtain a permission for Trade at either of those Islands  
then we would have you sell our Cargo at whichever of the Islands  
that you shall think best and if you have Opportunity to Lay out  
our Effects to Advantage we would have you do it if not bring it  
home in Cash and go to St. Martins & take in a full Load of  
the Smallest Salt & proceed home, If you should have a Oppor-  
tunity to Sell or Exchange our Brigg to great Advantage you  
may do either or if any advantageous Freight Offers & nothing  
better to be done, We give you Liberty to take it, Make all  
the Dispatch possible, Write us all Opportunities & in  
all Cases & Circumstances do that which shall be most for  
our Interest, We Wish you a good Voyage Fare You find Freight  
Tim. Orne 17/10  
J. Crowninshield 7/16  
Jacob Crowninshield 7/16

The foregoing a True Copy of  
Orders Recd. from my Employers  
Jacob Crowninshield

OWNERS' SAILING ORDERS TO CAPT. JACOB CROWNINSHIELD, BRIG BETSEY,  
FOR A VOYAGE TO THE WEST INDIES, 1763.

From the Timothy Orne Manuscripts in possession of the Essex Institute

to Dominico, Aug. 20, 1763; from Dominico, May 10, 1764; to Dominico, Aug. 31, 1764; from St. Crux, Jan. 7, 1765.

BETSEY, sloop, 40 tons, JOHN ARCHER, to South Carolina, Aug. 15, 1763; from South Carolina, Nov. 7, 1763; to South Carolina, June 1, 1764; from South Carolina, Aug. 21, 1764; to South Carolina, Nov. 20, 1764.

BETSEY, bgtne., 80 tons, JAMES COLLINS, to Bilbao, Oct. 24, 1763; from Cadiz, Mar. 23, 1764; ABRAM DODGE, to St. Christopher's, June 29, 1764; from St. Eustatia, Oct. 11, 1764; JOHN FISK, to Tortola, May 17, 1765; from Tortola and St. Eustatia, Aug. 19, 1765; to West Indies, Oct. 17, 1765; from Martinico, May 9, 1766.

BETSEY, sch., 50 tons, JOSEPH LANE, to Maryland, Dec. 28, 1763; from Maryland, Mar. 19, 1764; to Lisbon, Dec. 18, 1764; from Lisbon, June 18, 1765.

BETSEY, sch., 70 tons, SAMUEL FOSTER, to Bilbao, Apr. 25, 1764; from Kirkwall, Sept. 24, 1764; to Bilbao, Dec. 5, 1764; from Falmouth, England, June 10, 1765; to Bilbao, Sept. 16, 1765; from Cadiz, Mar. 10, 1766; to Bilbao, May 9, 1766; from Falmouth, England, Nov. 3, 1766.

BETSEY, sch., 52 tons, SOLOMON STANWOOD, to Maryland, Dec. 14, 1764.

BETSEY, sch., 26 tons, WILLIAM WATSON, to St. Christopher's, Feb. 19, 1765.

BETSEY, sloop, 22 tons, GEORGE LUCE, from New Haven, June 18, 1765.

BETSEY, bgtne, 80 tons, BENJAMIN DAVIS, to West Indies, Oct. 29, 1765; from St. Crux, June 6, 1766.

BETSEY, sloop, 60 tons, HENRY EDGAR, to West Indies, June 4, 1766; from Monte Christo, Nov. 11, 1766.

BETSEY, bgtne., 80 tons, CABOT GERRISH, to West Indies, Sept. 3, 1766.

BETSEY, bgtne., 80 tons, THOMAS DODGE, to West Indies, Sept. 19, 1766.

BETSEY, sch., 50 tons, EDMUND BICKFORD, to North Carolina, Nov. 28, 1766; from North Carolina, Apr. 8, 1767.



BETSEY, sch., 48 tons, ISAAC ELWELL, JR., to Virginia, Dec. 16, 1766; from Virginia, Mar. 30, 1767.

BETSEY, sch., 60 tons, SAMUEL HERRICK, to West Indies, Nov. 19, 1766; from St. Eustatia, July 23, 1767; to West Indies, Nov. 27, 1767.

BETSEY, sch., 66 tons, BENJAMIN BODEN, from Lisbon, Apr. 30, 1767; to Bilbao, May 28, 1767; from Cadiz, Sept. 12, 1767; to West Indies, Oct. 16, 1767; from Barbadoes, Jan. 7, 1768; to Europe, Mar. 17, 1768.

BETSEY, sloop, 72 tons, HENRY EDGAR, to West Indies, July 20, 1767; DANIEL PARSONS, from St. Eustatia, Nov. 17, 1767; to West Indies, Feb. 17, 1768.

BETSEY, sch., 54 tons, ALEXANDER ROSS, to Spain, Dec. 26, 1767; from Lisbon, Apr. 26, 1768.

BETSY, sch., 45 tons, ROBERT DAVIS, to Barbadoes, Sept. 8, 1755.

BETSY, sch., 90 tons, ISAAC DEMMING, to St. Kitts, Oct. 9, 1755.

BETTY, sch., 50 tons, JOHN DAY, JR., to Maryland, Nov. 24, 1750; from Maryland, Mar. 25, 1751; to Maryland, Nov. 20, 1751; from Maryland, Apr. 6, 1752.

BETTY, sch., 35 tons, JOHN HASKELL, to Leeward Islands, Dec. 26, 1750; from St. Kitts, Apr. 26, 1751; ROBERT HONNERS, to Virginia or Maryland, June 20, 1752; from Maryland, Nov. 1, 1752.

BETTY, sloop, 54 tons, RICHARD STANNEY, from St. Martin's, June 25, 1751.

BETTY, sch., 60 tons, CHARLES HODGES, to Newfoundland, Aug. 3, 1752.

BETTY, sch., 60 tons, MALACHI ALLEN, to Virginia and Maryland, Nov. 28, 1752.

BETTY, sch., 48 tons, SAMUEL STORER, to Virginia or Maryland, Nov. 30, 1752; from Maryland, Mar. 30, 1753.

BETTY, sch., 40 tons, EZEKIEL HODGKINS, to Halifax, Feb. 2, 1754.

BETTY, bgtne., 60 tons, JAMES CLOUSTON, from Lisbon, Apr. 16, 1756.

BETTY, sch., 50 tons, JOHN ADAMS, to West Indies, Jan. 13, 1758.

BICKFORD, bgtne., 60 tons, EVAN PITTS, to Teighmouth, Great Britain, Dec. 14, 1753.

BIDDEFORD, sloop, 70 tons, LEVI WILLARD, from St. Martin's, May 10, 1751.

BIDDEFORD, sloop, 45 tons, BENJAMIN DONNELL, from Newfoundland, July 5, 1754.

BIDDEFORD, sch., 48 tons, SAMUEL MASURY, to West Indies, Jan. 9, 1755.

BIDDEFORD, sloop, 56 tons, JONATHAN PORTER, to West Indies, Feb. 14, 1760; from Guadeloupe, Sept. 3, 1760; to West Indies, Dec. 24, 1760.

BIDDEFORD, sloop, 80 tons, SAMUEL LEIGHTON, to North Carolina, Dec. 13, 1763; to Virginia, Jan. 28, 1765.

BIDDEFORD, sloop, 60 tons, SAMUEL LEIGHTON, to Barbadoes, June 25, 1765; from Turk's Island, Oct. 9, 1765; to Virginia, Oct. 31, 1765; from Virginia, May 12, 1766; JOHN LEIGHTON, to Virginia, Dec. 23, 1766; from Virginia, May 16, 1767.

BILBAO, snow, 100 tons, THOMAS DIXEY, to Bilbao, Dec. 5, 1750; from Cadiz, June 17, 1751; to Bilbao, Aug. 20, 1751; from London, Apr. 24, 1752; to Bilbao, June 30, 1752; from Lisbon, Nov. 11, 1752; THOMAS EDEN, to Bilbao, Nov. 13, 1753; from Cadiz and to Bilbao, Mar. 2, 1755; from Cadiz, May 19, 1755.

BILBAO, ship, 140 tons, THOMAS EDEN, to Lisbon, Aug. 18, 1755; from Cadiz, Feb. 6, 1756; to Europe, June 3, 1756; from Lisbon, Oct. 30, 1756; to Europe, Jan. 19, 1757; from Lisbon, June 9, 1757.

BILBAO, ship, 100 tons, THOMAS EDEN, to Corunna, Oct. 13, 1757; from Lisbon, Apr. 7, 1758; to Cadiz, Nov. 28, 1758; from Cadiz, Apr. 6, 1759; DAVID DIXEY, to Europe, July 23, 1759; from Lisbon, Nov. 17, 1759; to West Indies, Apr. 10, 1760; from Turk's Island, Feb. 4, 1761; JOHN RUSSELL, to Europe, June 1, 1761; from Bilbao, Sept. 8, 1761.

BILBAO, snow, 100 tons, JOHN RUSSELL, to West Indies, May 25, 1762; from Barbadoes, Sept. 15, 1762; to Lisbon, Nov. 15, 1762; from Lisbon, Apr. 19, 1763; to Bilbao, May 14, 1763; from Cadiz, Oct. 3, 1763; to Bil-



bao, Jan. 31, 1764; from Cadiz, July 24, 1764; THOMAS NICHOLSON, to Lisbon, Mar. 2, 1765; from Oporto, June 18, 1765; to Lisbon, Oct. 12, 1765; from St. Ubes, July 19, 1766.

BLACK JOKE, sloop, 36 tons, ANDREW THORNDIKE, from Guadaloupe, Sept. 3, 1759; to New Jersey, Oct. 11, 1759.

BLACK PRINCE, snow, 120 tons, ROBERT PARKER, to West Indies, Mar. 6, 1753.

BLAKENEY, sch., 50 tons, THOMAS MARTIN, to Philadelphia, Aug. 20, 1757; from Halifax, May 25, 1758.

BLAKENEY, sloop, 55 tons, ROSEWELL REDFIELD, from New London, June 28, 1764.

BOLD ROBBIN, sch., SAMUEL GLOVER, to Barbadoes, June 30, 1762.

BONETTA, sch., 48 tons, JONATHAN LAMBERT, to North Carolina, Dec. 9, 1751; from North Carolina, July 16, 1752.

BONETTA, sloop, 40 tons, ANDREW VELLZON, to Barbadoes, Feb. 8, 1753; from Barbadoes, Apr. 27, 1753.

BONETTA, sloop, 40 tons, JOHN SMITH, to South Carolina, Feb. 23, 1758; from Maryland, Aug. 5, 1758.

BONETTA, sch., 43 tons, JONATHAN COOK, to Barbadoes, Jan. 26, 1760.

BONETTA, sloop, 50 tons, JOHN POTTER, to Louisbourg, May 26, 1760.

BONNY KATE, sch., 30 tons, ISAAC FOWLER, to Virginia or Maryland, Dec. 8, 1750; from Maryland, Mar. 25, 1751.

BONNY KATE, sch., 54 tons, WILLIAM HATHORNE, to West Indies, Jan. 4, 1752.

BOSCAWEN, snow, 120 tons, ARTHUR CLARKE, for Liverpool, Oct. 7, 1755.

BOSCAWEN, sch., 63 tons, CALEB SYMMES, from St. Martin's, May 24, 1756; from St. Martin's, Sept. 13, 1756.

BOSCAWEN, sch., 40 tons, ZEBULON LUFKIN, to Maryland, Dec. 2, 1760; from Virginia, Mar. 17, 1761.

BOSCAWEN, sch., 60 tons, DAVID INGERSOL, to St. Kitt's,





*Mr Richard Derby his Insurance Acct with John Higginson*

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1760		
Oct. 10.	To Policy on Ship Lydia to Madeira, &c. and Insur <sup>a</sup> thereon £640 at 11 $\frac{7}{8}$ ct.	£70-11-
16.	To Policy on Schr Friendship to Quebeck &c. and Insurance thereon £150 at 8 $\frac{7}{8}$ Ct	12- 3-0
1761—Jany	To Loss on Grafton for T. Orne	85-
Feby 6.	To Pol. on Ship Lydia Jos. Lambert to Jama <sup>a</sup> and prem thereon 775 at 14 $\frac{7}{8}$ ct	108-13-
Mar. 28	To John Tasker, Esq. return prem. on Is. Lovett £40 at 4 $\frac{7}{8}$ ct.	1-12--
	To Dudey Atkins, an Aver. Loss on Stapleton £50 at 93.6.8 $\frac{7}{8}$ ct.	46-13-4
April 10.	To Policy on Schr 3 Sisters J. Batten to Mon. Chris. and premium £350 at 23 $\frac{7}{8}$ ct.	80-13
14	To Pol. on Ship Ranger & Cargo G. Crowninshield at & from Martinico, prem. £746.13.4, at 15 $\frac{7}{8}$ ct.	112-3
July	To Sundry Accts return of Prem. on Rich <sup>d</sup> Stacey £60 at 3 $\frac{7}{8}$ ct.	1-16-



*Schooner Beaver to Dan<sup>l</sup> King*

*Dr.*

1753		
Augst 10	To fitting 3 Comps	£ 4
1754		
Decr 23	To fitts 3 Ditto	6
1756 Apl 1	To fitting 3 Ditto	5-4
		<hr/>
		£—15—4

Salem Apr<sup>l</sup> 29, 1757 Errors Excepted

$\frac{7}{8}$  DAN<sup>l</sup> KING

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(Upper) Extracts from an Insurance Bill rendered by John Higginson to Richard Derby about 1761.

(Lower) An Early Bill of Daniel King, Nautical Instrument Maker of Salem, 1753.

—From the Derby Mss., Essex Institute.

Dec. 16, 1763; to Dominico, Jan. 9, 1765; from St. Martin's, Apr. 15, 1765; to West Indies, Oct. 29, 1765; from Guadaloupe, May 12, 1766; to West Indies, June 18, 1766; from St. Eustatia, Aug. 28, 1766; to West Indies, Jan. 16, 1767; from Guadaloupe, July 9, 1767; COAS GARDNER, to West Indies, Sept. 23, 1767; from St. Eustatia, Jan. 8, 1768; to West Indies, Feb. 17, 1768.

BOSTON, sch., 54 tons, DOWNING LEE, to Alicant, July 27, 1751; from Malaga, Dec. 7, 1751; to Cadiz, Jan. 4, 1752; from Lisbon, Apr. 18, 1752; to Cadiz, Dec. 7, 1752; from Cadiz, Apr. 13, 1753; ISRAEL FOSTER, to Europe, Apr. 30, 1753; from Cadiz, Sept. 24, 1753.

BOSTON, sch., 90 tons, CORNELIUS WALTON, from Turk's Island, June 10, 1753.

BRADFORD, sloop, 36 tons, DANIEL MACKAY, from St. Martin's, Feb. 26, 1751; to Virginia, Apr. 23, 1751; from Maryland, June 20, 1751; 54 tons, to West Indies, Sept. 14, 1751; from St. Martin's, Jan. 28, 1752; to West Indies, Apr. 7, 1752; from West Indies, July 27, 1752.

BRADFORD, sloop, JOHN STONE, to Newfoundland, May 26, 1753.

BRADFORD, sloop, 36 tons, JOHN PATTERSON, to West Indies, Oct. 16, 1753; SAMUEL MOSES, from St. Martin's, May 7, 1754.

BRADFORD, bgtne., 78 tons, THOMAS POYNTON, to Barbadoes, Nov. 6, 1761; from St. Martin's, May 24, 1762; WILLIAM PATTERSON, to Barbaroes, June 30, 1762; from Martinico, Jan. 27, 1763; to Martinico, Mar. 23, 1763; from Martinico, Aug. 18, 1763; JOHN HATHORNE, to Newfoundland and Cadiz, Sept. 19, 1763; from Lisbon, Mar. 26, 1764; to Newfoundland, Apr. 19, 1764; from Granada, Nov. 20, 1764; to Granada, Feb. 6, 1765; from Granada, July 15, 1765; to West Indies, Sept. 3, 1765; from Granada, Jan. 31, 1766.

BRADFORD, bgtne., 75 tons, JOHN HATHORNE, to West Indies, May 15, 1766.

BREED, sch., 56 tons, JONATHAN BREED, from Louisburg, Jan. 18, 1759.

BRIGHT GEORGE, 85 tons, GEORGE BATCHELLDER, to West Indies, Aug. 5, 1760.



BRITTANIA, sch., 42 tons, JAMES BABSON, from Cadiz, Mar. 30, 1751; to West Indies, Sept. 13, 1751; from Bonaira, Feb. 11, 1752; to West Indies, May 22, 1752; from Barbadoes, Aug. 14, 1752; to Virginia, Jan. 12, 1753.

BRITTANIA, sch., 60 tons, JOSEPH HOWARD, to Bilbao, Aug. 3, 1752; from Gibraltar, Jan. 1, 1754.

BRITTANIA, sch., 80 tons, AMOS COLE, from Antigua, Oct. 24, 1752.

BRITTANIA, sch., JAMES DAVIS, from Maryland, Mar. 19, 1753.

BRITTANIA, sloop, 60 tons, JESSE STEVENSON, from St. Martin's and to West Indies, June 27, 1754.

BRITTANIA, ship, 160 tons, WILLIAM WATT, to West Indies, Oct. 8, 1756.

BRITTANIA, sch., 60 tons, CRISPUS BREWER, to West Indies, Dec. 7, 1757; from Jamaica, Aug. 14, 1758.

BRITTANIA, sch., 50 tons, DANIEL EDWARDS, to Maryland, Dec. 6, 1757; from Maryland, Mar. 5, 1758; to Maryland, Dec. 7, 1758; from Maryland, Feb. 19, 1759; to Virginia, Dec. 6, 1759; from Virginia, Mar. 13, 1760; JACOB TEWXBURY, to Virginia, Dec. 20, 1760; from Virginia, Mar. 17, 1761; to Virginia, Jan. 5, 1762; from Virginia, Apr. 13, 1762.

BRITTANIA, sch., 38 tons, JOHN BABSON, to Maryland, Dec. 7, 1759; from Maryland, Apr. 8, 1760.

BRITTANIA, sch., 56 tons, JOHN BABSON, to Virginia, Dec. 10, 1761; from Maryland, Apr. 7, 1762.

BRITTANIA, sch., 60 tons, JOHN BABSON, to Maryland, Dec. 7, 1762; from Maryland, Apr. 2, 1763; SAMUEL BABSON, to Maryland, Dec. 10, 1763; from Virginia, Mar. 19, 1764; ELIAS SMITH, to Barbadoes, Aug. 15, 1764.

BRITTANIA, sch., 54 tons, JEREMIAH ALLEN, from Virginia, Apr. 15, 1763; JOHN LEE, 3d., to Dominico, Nov. 17, 1763; from Anguilla, Mar. 19, 1764; to Dominico, Apr. 26, 1764; from Turk's Island, July 19, 1764.

BRITTANIA, sch., 90 tons, WILLIAM HASKELL, to West Indies, Nov. 22, 1762; from Turk's Island, Aug. 22,

1763; ISRAEL DODGE, to Dominico, Dec. 24, 1763; from Granada, June 5, 1764; to Dominico, July 8, 1764; from Guadaloupe, Dec. 8, 1764; to West Indies, May 10, 1765; from Guadaloupe, Sept. 4, 1765.

BRITTANIA, sch., 48 tons, SOLOMON ALLEN, to Virginia or Maryland, Dec. 2, 1763; from Virginia, Apr. 10, 1764; from Virginia, Apr. 13, 1765.

BRITTANIA, sch., 52 tons, JOHN ROPES, 3d., to Dominico, Jan. 24, 1764; from Dominico, May 10, 1764.

BRITTANIA, bgtne., 80 tons, JOHN ROPES, to Barbadoes, Nov. 24, 1764; from Tortugas, May 17, 1765; 100 tons, to Barbadoes, Sept. 10, 1765; from St. Eustatia, Jan. 31, 1766; to West Indies, Aug. 4, 1766; from Jamaica, Jan. 23, 1768.

BRITTANIA, sch., 60 tons, BENJAMIN HILTON, to Barbadoes, Apr. 10, 1765; from Barbadoes, June 11, 1765.

BRITTANIA, sch., 56 tons, BENJAMIN HILTON, to Dominico, Aug. 10, 1765; from St. Eustatia, Oct. 15, 1765; to West Indies, Oct. 26, 1765; from St. Eustatia, Apr. 17, 1766; to Virginia, May 15, 1766.

BRITTANIA, sch., 75 tons, ISRAEL DODGE, to West Indies, Oct. 29, 1765; from Guadaloupe, May 30, 1766; to West Indies, June 24, 1766; from Guadaloupe, Nov. 29, 1766; to West Indies, Feb. 18, 1767; from Guadaloupe, Sept. 9, 1767; to Dominico, Oct. 20, 1767.

BRITTANIA, sch., 70 tons, BENJAMIN HILTON, from Maryland, July 7, 1766; from Maryland, Dec. 1, 1766; NICHOLAS MORGAN, to Virginia, May 21, 1767; from Virginia, July 17, 1767; to Virginia, Aug. 20, 1767; from Virginia, Nov. 21, 1767.

BRITTANIA, sch., 48 tons, JOSEPH KNOWLTON, to North Carolina, Dec. 12, 1766.

BRITTANIA, sch., 66 tons, EBENEZER DAVIS, to Virginia, Dec. 18, 1766; from Maryland, Apr. 13, 1767.

BRITTANY, sch., 42 tons, JAMES DAVIS, to Virginia and Maryland, Nov. 28, 1751; to Virginia or Maryland, Nov. 24, 1752.

BROOME, sch., 100 tons, JONATHAN GILBERT, to Lisbon, Dec. 15, 1759; from Lisbon, Apr. 8, 1760; ROBERT ELWELL, to West Indies, May 1, 1760.



BROME, sch., 50 tons, WILLIAM BATCHELDER, to Lisbon, May 26, 1758.

BROME, sch., 80 tons, DAVID INGERSOLL, to Bilbao, Aug. 19, 1764; from Cadiz, Apr. 10, 1765; from Cadiz, Apr. 28, 1766; from Cadiz, Mar. 7, 1767; to Europe, May 6, 1767; from Alicant, Apr. 18, 1768.

BULFINCH, sloop, 40 tons, NATHANIEL CHADWICK, from St. Martin's, May 17, 1755.

BURTON, sloop, 55 tons, WILLIAM DEAN, from Quebec and to Madeira, Feb. 11, 1761.

BUTTERFLY, sch., 25 tons, JOSIAH INGERSOLL, to Virginia, Dec. 16, 1758; from Maryland, Apr. 10, 1759.

BUTTERFLY, sch., 30 tons, WILLIAM PARSONS, to Virginia, Jan. 6, 1762; from Maryland, Dec. 16, 1762.

BUTTERFLY, sch., 30 tons, JAMES LEE, to Virginia, Dec. 16, 1762; from Maryland, Apr. 19, 1763; to Virginia, Dec. 12, 1763; from Maryland, Apr. 27, 1764.

CAROLINA, bgtne., 50 tons, EDWARD STONE, to North Carolina, Nov. 25, 1752.

CAESAR, bgtne., 60 tons, JOHN BROWNE, to Barbadoes, Dec. 21, 1750.

CAESAR, sch., 48 tons, JOSHUA GRAFTON, to Gibraltar, Nov. 4, 1757; JOSIAH ORNE, to St. Kitts, May 10, 1757; from St. Martin's, Aug. 2, 1757; JOSHUA GRAFTON, from Gibraltar, May 11, 1758; to Gibraltar, July 4, 1758; from Gibraltar, Dec. 26, 1758; to Gibraltar, Feb. 26, 1759; from Gibraltar, July 26, 1759; to Gibraltar, Dec. 31, 1759.

CAESAR, bgtne., 80 tons, JOSIAH ORNE, to West Indies, Oct. 28, 1765; from Guadaloupe, June 26, 1766; to Barbadoes, Aug. 9, 1766.

CATHARINE, sch., 55 tons, THOMAS HARDING, from St. Martin's, Aug. 12, 1752.

CATHARINE, sch., 72 tons, THOMAS HARDING, from Cadiz, Mar. 30, 1753.

CATHARINE, snow, 120 tons, ROBERT JAMIESON, to New York, Dec. 4, 1758.

*(To be continued.)*

# BLOCKADE RUNNING DURING THE CIVIL WAR

## AND THE EFFECT OF LAND AND WATER TRANSPORTATION ON THE CONFEDERACY.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LXII, page 256.)

It was vetoed by the President on the ground of its being unconstitutional and providing for unusual taxation. He had previously vetoed a similar bill.\*

In spite of the heavy handicaps to be overcome, Mr. Reagan immediately began to cut down operating expenses in such a way as to affect as little as possible the Department's efficiency. At a convention of presidents of the various Southern railroads held in Montgomery in April, 1861, it was agreed with the Postmaster General that the railway mail service should be divided into four classes, afterwards reduced to three.

Class I. To consist of the great through connecting lines between important points, whether transported by day or by night.

Class II. To consist of completed roads connecting less important points, but carrying heavy mails for local distribution, including also night service.

Class III. To consist of similar roads, whether completed or not, performing no night service.

Class IV. To consist of roads on which less important mails are carried, short branch roads, and other railroads not included in either of the other classes. This class was afterwards merged in number III.

Class I received pay at the rate of \$200 per mile; Class II at \$150 per mile; Class III at \$100 per mile; this compensation was fifty per cent less than that formerly received from the United States Department, but night service was largely done away with, neither were mails to be delivered at the post offices.

The various railroad companies (representing 4,376 miles of road and a capital of \$7,670,000) patriotically agreed to take bonds of the Confederacy in payment for

\* Financial History of the Confederate States, by J. C. Schwab, p. 247.



carrying the mail, but with the stipulation that they were not to be bound by these terms after the war ended.\*

Unnecessary mail routes were discontinued; the number of trips was reduced on those where a less frequent service would suffice, such as double daily service then existing between Richmond and Petersburg; Augusta and Atlanta, etc. Others were cut down by extending the main arteries of communication. The blockade of the Southern coast by the United States Navy did away with expensive mail steamship contracts. The weight of the mails was lessened in consequence of the abolition of the franking privilege; and in many cases cross routes were found unnecessary. By these and other means, the cost of the Confederate mail service was greatly reduced without seriously impairing its usefulness.† According to Mr. Reagan a thorough revision of mail routes in the United States had been made but twice; once by Benjamin Franklin as Deputy British Postmaster General, and once by United States Postmaster General McLean.

In one way the Confederate Post Office differed radically from that of the United States in that it was expressly authorized by Act of Congress dated March 15, 1861, to allow express and other chartered companies to carry the mail whether prepaid by stamps or not. This system, however, was found to result in frauds as will be seen further on. An Act of the Confederate Congress approved May 11, 1861, authorized the President to take control of the various telegraph lines during the war. The execution of this law was confided by Mr. Davis to the Postmaster General and an account of the telegraph system will be found in another part of this volume.

During the first part of the war letters for foreign countries emanating from the Confederacy were usually handed (by request) to the various consuls for transmission.‡ Later on such mail matter was carried by the blockade runners, and by other means through Cuba, Bermuda, Nassau, and sometimes through Canada and

\* Report, April 29, 1861, Confederate Postmaster General, pp. 13-16.

† Confederate Postmaster General's Reports (various).

‡ Report, Nov. 1861, Confederate Postmaster General, pp. 20-21.

Mexico, arriving at its destination in this roundabout way, if at all. After reaching port in some one of the above named places, the foreign mails were generally transferred to vessels of neutral nations, mostly British and French; and on coming in, they were usually brought to some of those places by foreign vessels, and then transferred to blockade runners.\* Many letters between the United States and the Confederacy were also carried through the lines at enormous prices (\$1 to \$3 per letter) by private carriers, or blockade runners. This traffic assumed quite large proportions. The route lying between Richmond-Washington City and Baltimore was a favorite one.

Mr. Reagan as Postmaster General received in the beginning a salary of \$6000 per annum; his Chief Clerk received \$1500 a year. The Chiefs of the Contract, Appointment, Inspection and Finance Bureaus were paid at the rate of \$3000 each per annum. These officials corresponded to what were called First, Second, and Third Assistant Postmaster Generals in the United States Department. The various clerks in the Confederate Department were in receipt of salaries varying between \$1200 and \$2000 per annum, but their number was not as great by one half as for a like amount of service in the United States Department.†

Postmasters were allowed, as a compensation for their services, commissions as follows: On any sum not exceeding \$100, fifty per cent; but to any Postmaster at whose office the mail is to arrive regularly, between the hours of nine o'clock at night and five o'clock in the morning, sixty per cent. On any sum over \$100, and not exceeding \$400, forty per cent. On any sum over \$400, but not exceeding \$2400, thirty per cent; and on all sums over \$2400, ten per cent. On the amount of postage on letters and packages received at a distributing office, for distribution, eight per cent.‡

At the end of 1861 there existed in the eleven States

\* Memoirs of John H. Reagan, pp. 156-57.

† Reports of Confederate Postmaster General (various), Memoirs of John H. Reagan, p. 135.

‡ Report, April 1862, Confederate Postmaster General, p. 19.



of the Confederacy 8411 postmasters, and 2579 contractors for carrying the mail.\*

The blockade of the Southern coast together with the meagre railroad facilities then existing in Texas had very much interrupted mail communication between the latter state and the rest of the Confederacy. To obviate this, A. M. Gentry, President of the Texas and New Orleans Railroad, arranged with the Confederate Post Office Department, in April, 1861, to put on a line of pony express riders in the gaps existing in the railroad (and they were large ones) between New Orleans and Texas. By means of these it was expected that government dispatches and important letters could be regularly conveyed in 48 to 60 hours between the Crescent City and Galveston, Texas. From the latter place it was intended that all important dispatches for the interior of the state be pushed through by special messengers.†

In November, 1861, Mr. Reagan also recommended that a postal service be furnished to the States of Kentucky and Missouri (which latter had just become a member of the Confederacy), and to the far-off Territory of Arizona.\*

Not long after the Department had begun practical operation it was found that the experiment of allowing mail to be carried by express was not a success and was given up. It came to the knowledge of Mr. Reagan that numerous frauds were perpetrated against the Post Office revenues by the Southern Express Co. (which was the only company carrying mail matter), and from the defects in the legislation affecting the subject, it was found impossible to prosecute the company.‡

Great things had been hoped for when the franking privilege was done away with, but it also led to disappointment, for it was found that the practical result attained by taxing the agents of the government was to drive them out of the service, or cause them to omit the discharge of their most important duties, in order to avoid

\* Report, November 1861, Confederate Postmaster General, pp. 9 and 26.

† Official Records of the Civil War, Series IV, Vol. I, p. 270.

‡ Report, Feb. 1862, Confederate Postmaster General, p. 16.

the expense of paying the postage on their communications.\*

As the Confederacy's territory was by degrees invaded, the postal service became, as was to be expected, less effective. The mails were not only subject to great delays but letters frequently never reached their destination. An important dispatch sent by General Braxton Bragg from Bardstown, Kentucky, September 25, 1862, to General Earl Van Dorn, at Grand Junction, Mississippi, did not reach the latter until November 28th, although it seems strange that General Bragg should have entrusted an important military order to a necessarily uncertain postal service but recently established in a partly hostile country.† J. B. Jones, the ubiquitous clerk in the Confederate War Department, records in his Diary under date of June 14, 1864, after a Union raid had temporarily broken the Richmond and Danville Railroad, "that for several days no letters were received; then arrived an immense mail—175 bags."‡ These two instances may be considered typical of the difficulties under which the Confederate Department labored.

Postage stamps were current as a circulating medium in the South during the war. At times they were widely used when the demand for small change was particularly urgent, as in January, 1863; at other times people refused to take them, as in May, 1862, when, we are told, people were "eager to spend those they had on hand," a true analysis of the motives actuating noteholders whenever the currency is growing redundant. In 1864 the Post Office Department met the demand for small change with an issue of half a million 20-cent stamps. At first they were freely received, then no one wanted them, and the post office did not offer to redeem them.

A similar demand for small change made postage stamps also circulate in the North during the war.§ It

\* Report, Nov. 1861, Confederate Postmaster General, p. 26.

† Life of General Braxton Bragg, by Don C. Seitz, p. 181.

‡ Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, p. 250.

§ Financial History of the Confederate States, by J. C. Schwab, p. 163.



is not generally realized how much the United States "National Bank Act" contributed to conquer the Confederacy. It is really not an extravagant statement to say that it accomplished quite as much to that end as did the Army of the Potomac. Just before the battle of Gettysburg the credit of the United States was badly shattered and at a comparatively low ebb. Their bonds were worth but fifty cents on the dollar. The "National Bank Act" may be said to have appreciated the bonds to par and restored the nation's credit. The Union was indebted to O. D. Potter of New York as originator of the scheme, and to Salmon P. Chase, Secretary of the Treasury, for putting it into execution.

A great many stories have been told illustrative of the extraordinary and constant depreciation of Confederate money as the war progressed, and it appears to have been something which it would be almost impossible to exaggerate. Indeed, when we recall the extent to which it had proceeded long before the final disaster, it is difficult to realize how it could have in any degree performed the functions of money, or have been received as such at all.

The Richmond man who averred that he carried his money to market in a basket and brought the dinner back in his vest pocket, did not inaptly describe the cheapness of the currency, and the high prices of food.

It would seem that the citizens used but very little money, but lived almost entirely upon what they produced. The soldiers were partially provided for by the government; but rations and clothing were inadequate, at every period of the war, to their real needs, and were so scantily issued toward the end as to become of little avail unless supplemented by their own provident efforts. After the second year of the war the matter of pay must have cut but very little figure, except that there seems to be something gratifying to human nature in the receipt of money even although it may be depreciated.

Some years ago a Confederate veteran told the author that one of the most notable features of the monetary depreciation was an indifference to face "values," and the total absence of anything like fixed or regular prices. No

one seemed to think there was much material difference between five, ten, or twenty dollars, or at least to consider it; and articles of the same kind might be sold upon the same day and at the same place for widely variant prices.\*

Like everyone else in the Confederacy the officials and clerks of the Post Office Department soon found their salaries would not purchase even the bare necessities of life. During the month of August, 1863, the clerks in the Richmond city post office "resigned in a body" (or in modern parlance, "went on strike") because Mr. Reagan appears not to have considered their demands for larger emoluments. For four days no letters were received or sent—some of the delayed mail was said to have been of vital importance to the government. The recreant clerks only returned to duty when the Postmaster General promised to recommend Congress to increase their salaries.† Accordingly an "Act to increase the compensation of certain civil officers and employees . . ." (which included those in the Post Office Department) was passed by Congress and approved by the President on January 30, 1864. Under this Act the Postmaster General's salary was raised from \$6,000 to \$9,000 per annum; the Chiefs of Bureaus received \$4,500 instead of \$3,000; the Clerks being paid amounts varying from \$1500 to \$4000 yearly. At the same time the Postmaster's commissions were raised as follows: On any sum not exceeding \$100, sixty per cent. On any sum over \$100, and not exceeding \$400, fifty per cent. On any sum over \$400, and not exceeding \$2400, forty per cent, and on all sums over \$2400, twenty per cent.‡

The Confederate Conscription Act, which, to use General Grant's words "robbed the cradle and the grave" did not, naturally, tend to improve the postal service as many of its employees were forced into the army. In a communication from Mr. Reagan to Secretary of War

\* Conversation with Adjutant General Wm. E. Mickle of the United Confederate Veterans, in Mobile, 1914.

† Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, pp. 22 and 24.

‡ Report, Nov. 1864, Confederate Postmaster General, pp. 7 and 17.



Seddon, dated September 17, 1864, relative to exemptions granted to members of the postal department, the former said: ". . . That it would be better to spare the number of men necessary from the Army than to let it (the mail service) go down, or become so embarrassed as to produce discontent in the Army and country by rendering the ordinary means of postal communication impracticable. I fear that the loss of means of such communication would cause more men to desert in a short time than are required to keep the service up. . . ."\*

On the other hand it is known that quite a few persons became members of the Post Office Department because such positions in certain cases relieved them of military duty. A contractor for carrying the mail on an insignificant route in Alabama was exempted, though he lived and transacted business in Richmond and never saw his route. In another instance a wealthy young man was discharged by a Virginia court to carry the mail on an unimportant route, whereupon he employed someone else to fill the position and stayed at home.† After the fall of Vicksburg and Port Hudson in 1863, communication between Richmond, the seat of government, and the country west of the Mississippi River became extremely uncertain. On the recommendation of the President in his Annual Message, Congress provided branches of the Postal and Treasury Departments for the region west of that river. Dr. James H. Starr who had formerly been Secretary of the Treasury for Texas when an independent Republic, was appointed chief of the postal division. He established his office at Marshall, Texas, and the Department at Richmond furnished him with the laws and circulars of instructions, and complete information as to all matters for his government, including all the necessary bound books, office forms, and clerical force for carrying on the postal service. Dr. Starr performed his duties in this new field to the entire satisfaction of Postmaster General Reagan.

Chapters could be written on the expedients to which

\* Official Records of the Civil War, Series IV, Vol. III, p. 657.

† Conflict and Conscription in the Confederacy, by A. B. Moore, p. 186.

the Confederate Post Office was driven to get the mails back and forth across the Mississippi, which was, after 1863, patrolled throughout its length by vessels of the United States Navy. The river was crossed in rowboats, usually under cover of night and at many points, and in this manner the letters of wives to husbands, and of mothers to sons who were serving in the army, went forward to their destination; and in return came letters and papers from them to the anxious ones who bore the brunt of the sufferings at home.\*

Mr. Reagan in 1864 estimated that the cost of running his Department from July 1st of that year until July 1st, 1865 to be as follows:

For transportation of mails .....	\$2,157,846.43
For compensation of postmasters .....	862,873.57
For compensation of clerks in post offices ....	116,352.66
For ship, steamboat and way letters.....	771.41
For advertising .....	12,915.62
For mail bags .....	7,309.85
For office furniture .....	1,460.00
For blanks and printing .....	74,047.76
For wrapping paper .....	29,338.18
For mail locks, keys, and stamps .....	756.75
For mail depredations and special agents.....	26,068.31
For miscellaneous payments .....	20,539.69
For postage stamps .....	27,572.78
	<hr/>
	\$3,337,853.01†

Upon the evacuation of Richmond, April 2, 1865, Mr. Reagan accompanied President Davis and his party in their flight south and was captured with him in Georgia. After a few months' imprisonment in Fort Warren, Boston, the former Confederate Postmaster General was released and repaired to his home in Texas. Eventually he was elected to Congress and then to the Senate where for many years he represented his state. At his death in 1905 he was the last surviving member of Mr. Davis' cabinet. It is generally conceded that Mr. Reagan's Department was one of the best managed in the Confederacy. As soon as the United States Army entered Richmond, Lieutenant David B. Parker, who was Superin-

\* *Memoirs of John H. Reagan*, p. 157.

† Report, May, 1864, Confederate Postmaster General, p. 9.



tendent of Mails for the Army of the Potomac, went at once to the city post office to look after the Confederate records and affairs. He found it being ransacked by Union soldiers; these were driven out, a guard placed over the building and a notice posted that mail service would be resumed next day and dispatched to all points where communication could be had.

The next morning a force of detailed soldiers was placed at work, the post office opened and that afternoon a mail was sent North. Lieutenant Parker was appointed Special Agent of the Post Office Department and proceeded to reorganize the service in Virginia. He made temporary contracts, giving a weekly mail service to every county seat in the State. It was anything but an easy matter at the close of the war to again place the postal department in running order, for no postmaster could be appointed anywhere without taking oath that he had not assisted the Confederacy. With the help of leading citizens of every county, however, some aged or inefficient person would be found who could take the oath, while others aided him in the office. Afterwards the Post Office Department made regular contracts to replace the temporary ones, and, in most cases, to give more frequent service.\*

\* A Chautauqua Boy in '61 and Afterwards, by David B. Parker, pp. 55, 109 and 110.





S.S. BALTIC. OFF SANDY HOOK APR. EIGHTEENTH. TEN THIRTY A.M. VIA  
NEW YORK. . HON. S. CAMERON. SECY. WAR. WASHN. HAVING DEFENDED  
FORT SUMTER FOR THIRTY FOUR HOURS UNTIL THE QUARTERS WERE EN  
TIRELY BURNED THE MAIN GATES DESTROYED BY FIRE. THE GORGE WALLS  
SERIOUSLY INJURED. THE MAGAZINE SURROUNDED BY FLAMES AND ITS  
DOOR CLOSED FROM THE EFFECTS OF HEAT. FOUR BARRELS AND THREE  
CARTRIDGES OF POWDER ONLY BEING AVAILABLE AND NO PROVISIONS  
REMAINING BUT PORK. I ACCEPTED TERMS OF EVACUATION OFFERED BY  
GENERAL BEAUREGARD BEING ON SAME OFFERED BY HIM ON THE ELEV  
ENTH INST. PRIOR TO THE COMMENCEMENT OF HOSTILITIES AND MARCHED  
OUT OF THE FORT SUNDAY AFTERNOON THE FOURTEENTH INST. WITH  
COLORS FLYING AND DRUMS BEATING. BRINGING AWAY COMPANY AND  
PRIVATE PROPERTY AND SALUTING MY FLAG WITH FIFTY GUNS. ROBERT  
ANDERSON. MAJOR FIRST ARTILLERY. COMMANDING.

#### TELEGRAM ANNOUNCING THE FALL OF FORT SUMTER

From the original dispatch printed by Morse's telegraph, the ribbon-like strips as received in the custom of that time, being pasted on a sheet of paper for preservation or convenience.

THE TELEGRAPHS AND THE CONFEDERACY

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At the outbreak of the Civil War there were in the United States three great private telegraph corporations; two at least were vying for supremacy. These three, the American Telegraph Co., the Western Union Telegraph Co., and the Southwestern Telegraph Co., unitedly, connected all the cities and a great number of towns in the Union, except in the Far West, and even there the Western Union people were busily at work, so that before the winter of 1861-62 telegraphic communication was perfected to San Francisco, California.

The American Company's lines occupied the entire region lying east of the Hudson River, and the whole seaboard country along the Atlantic and Gulf from Newfoundland to New Orleans. In the States composing the Southern Confederacy, the American met the Southwestern lines at Chattanooga, Tennessee; Mobile, Alabama; and New Orleans, leaving the Southwestern Co. mainly to occupy the rest of the South and Southwest, including the States of Texas and Arkansas, beyond the Mississippi River. Louisville, Kentucky, was the headquarters of the company and its most northwesterly point. There were other companies, extensive enough for great good, but incapable of long separate existence among such leviathans.

The attack on Fort Sumter, April 12, 1861, was telegraphed throughout the Union and universally recognized as a declaration of war. If it occasioned joy in Southern homes and evil forebodings at the North, the telegraphic news that followed hard on the heels of the reported attack, that President Lincoln had called for 75,000 troops and for the assembling of Congress, July 4th, awoke gloomy anticipations in the minds of thinking Southerners, and proved reassuring to the North. Within three days after the call, probably not less than 100,000 men were preparing to enter the Union armies, and on the day of its issue, Senator Wilson's telegram to Governor Andrew of Massachusetts for twenty companies



was so promptly met that four regiments, in various parts of the state, being directed to muster forthwith on Boston Common, were there, some that night and others the next day.

That day the brigade was telegraphed for to save Washington City; but five Pennsylvania companies—530 strong—were urged forward by telegraph and preceded the Massachusetts soldiers to the Capital, reaching there at seven P. M. Twenty-four hours' delay, and Washington City would have been in the hands of the enemy. The telegraph, railroad, and troops unitedly saved the Capital. April 17th found the 6th Massachusetts Regiment on the way; on the 19th Harpers Ferry, Virginia, on the Baltimore and Ohio Railroad, was captured and this lost to the Federals the railroad and telegraphic communication to the North and West via that route. The only railroad and telegraph lines leading from the Northern States to Washington City left intact were located in Maryland, a state whose loyalty was questioned.

This added greatly to the gravity of the situation. Although the secessionists of Baltimore were not in a numerical majority, yet they were domineering in practice, and that city with its ugly disunion mob, lay astride of the remaining route, between Washington and Philadelphia.

Late on April 19th, a company of District of Columbia militia, on behalf of the Government, entered the Washington City telegraph office, and compelled every operator to vacate the operating room. No message was sent from that office in any direction until noon of the 20th. Operators in an adjoining room heard Richmond and other Southern offices calling them, and the remarks made in consequence of receiving no reply.

On the removal of the troops, Mr. A. Watson from the War Department, entered the operating room as the first censor of the war. Every message sent or received was subjected to his inspection. The operators were not permitted to converse with others on the lines, and when Richmond inquired why calls were not answered on the 19th and 20th of April, they were only permitted to reply, "It's none of your business." A Mr. Sanderson,

also from the War Department, soon after relieved Watson.\*

On April 19th, the wires running to Philadelphia worked badly from Washington City. While the 6th Massachusetts was fired upon and stoned by a mob in Baltimore, several persons rushed into the telegraph office in that city, on the corner of Baltimore and South streets. The leader, armed with a hatchet, demanded that the Northern wire be pointed out to him; but, without waiting, he hurried to a window and severed one of the lines. This was soon after repaired, and a report was circulated, in order to mislead the public, that all the wires had been cut; but, in fact, one or two were crowded all day with government business for Northern points.

On the 19th of April, as stated, all telegraphic communication ceased between Washington City and Richmond, Virginia, creating a silence ominously oppressive. Soon after, a separate telegraphic connection was made by the Confederate authorities between Alexandria, Virginia, and points South, as shown by the following despatch:

“Richmond, May 10, 1861.

“L. P. Walker, Secretary of War:

“Organization of a Southern telegraph line has been completed today by the selection of Dr. W. S. Morris of Lynchburg, as president, and J. R. Dowdell, general superintendent. The line from Alexandria south is now entirely distinct and disconnected from the line at Washington and north. The new officers are Virginians and sound to the core. The most perfect confidence may be placed in them and in their zeal and devotion to the Southern cause. The wires between Alexandria and Washington City have been taken down.

“D. G. Duncan.”†

About 10 P. M. April 21st, the telegraph lines north of Baltimore were cut, causing a silence even more

\* The Military Telegraph During the Civil War, by W. R. Plum, Vol. I, p. 64.

† Official Records of the Civil War, Series I, Vol. 51, p. 77. Mr. Duncan had been sent to Richmond to keep the Confederate Government at Montgomery supplied with the latest news by means of frequent telegrams.



portentious. Owing to the efforts to relieve Washington City by forwarding troops through Baltimore via the Philadelphia, Wilmington and Baltimore Railroad, thence by the Baltimore and Ohio Railroad to the capital, a party of militia and Baltimore police numbering 160, under the leadership of Major, afterwards General Isaac Trimble (a West Point graduate and a bitter Maryland Secessionist), formerly Superintendent of the Philadelphia, Wilmington and Baltimore road, tried to destroy the railroad bridges and ferries on the former route. At this time James A. Swift, a mere boy of fourteen, was telegraph operator at Magnolia, Maryland, 21 miles north of Baltimore, and William J. Dealy, another boy (operators were usually in their teens, in those days), had that month opened a new office at Back River, 6 miles north of Baltimore.

At 3 A. M., the night mail train from Philadelphia, Conductor Slater, passed Magnolia after an inquiry as to the trouble on the wire. Proceeding as far as Canton, a suburb of Baltimore, Trimble's party captured the train, and boarding it, proceeded northward, capturing young Dealy, who had been at his post 56 hours without sleep. He was one of the first political prisoners of the war. Swift, at Magnolia, was also taken. Keeping these boys under strict surveillance, Trimble's train moved towards Havre de Grace, intending to scuttle the steamer "Maryland," used to ferry trains across the Susquehanna, and on his return, to burn the bridges. But Conductor Goodwin, of a south-bound freight train, reported (mendaciously) that troops were then moving south from Havre de Grace to clear the road; whereupon Trimble returned, burning the "draws" of two bridges.

In a remarkably short period, the blockade of traffic between Baltimore and Washington City was cleared away, and under the thorough system then organized, the enormous labor of transporting hundreds of thousands of troops and millions of tons of material and supplies, during the succeeding four years of war, was performed in a manner both creditable to the management and satisfactory to the Government.

Although an agency so potent in war as the telegraph could not be overlooked, the Confederate Government

does not appear to have regarded it as so essential as did the Federal Administration.

During Mr. Randolph's short tenure of office in 1862 as Confederate Secretary of War, he was criticized for having the telegraph wires brought directly into the War Department building in Richmond!\* Nor does the Military Telegraph appear to have been always well managed in the United States service. In the Tennessee campaign of 1864, just before the battle of Franklin, when it was of the greatest importance for General Schofield commanding at that place to be in communication with his chief, General George H. Thomas at Nashville, the former's cypher telegraph operator deserted his post. Neither Generals Thomas, Schofield, nor any of their staff officers were permitted to know the telegraph code and the result was that from eight to forty-eight hours were occupied in sending a dispatch that should have gone through in a few minutes. And this in the most critical days of a critical campaign.†

Early in the war, the South had resources enough for extending the telegraph from the main line offices to all her armies; but this was not done in Western Virginia, Southwestern Kentucky, or, to any great extent, in Missouri. There were, as already noted, in 1861, but two leading telegraph companies in the Confederate States; the American and Southwestern. J. R. Dowell was General Superintendent of the Southern Division of the American Company's lines, and at the beginning of hostilities, it is said, by his advice, Dr. William S. Morris, a director in the company, assumed charge as President, and the corporate name was changed to the Southern Telegraph Co. A difference of opinion arose later as to Dr. Morris's fidelity to the Confederacy, for in August, 1862, General Braxton Bragg, commanding the Southern forces in Kentucky and Tennessee in a report to Adjutant General Cooper said: ". . . It is but justice that I should be furnished with the name of the man who makes this false report to the Post Office Department

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. I, p. 162.

† Forty-Six Years in the Army, by General J. M. Schofield, p. 169.



(who had control of the Confederate Military Telegraphs). If my suspicions are correct it will be found that a certain telegraph operator or agent of that department—a notorious Dr. Morris, the corrupt tool and representative of a Yankee corporation—will figure in the result. I am credibly informed by a telegraph operator on the line that my official despatches from Tupelo were never permitted to pass until inspected by this man Morris and approved by him.

“This may account for the non-reception by General Kirby Smith at this point of some important despatches from Tupelo, Miss., by which our very important operations here are very much retarded. Had I really assumed the control of the lines to the extent imputed by the Postmaster General it might have been unsafe for this tool of the Yankees to have played the spy—if not traitor—as to my military despatches.”\*

Dr. Norvin Green was President, and John Van Horne General Superintendent of the Southwestern Telegraph Co. Judge Reagan, President Davis’s Postmaster General, was placed in charge of all the telegraph lines in the South, but interfered with the private management thereof, as a rule, only as military purposes required. The knowledge of this power, if nothing else, generally made more than nominal control unnecessary.

By an Act of the Confederate Congress “relative to Telegraph lines in the Confederate States,” approved May 11th, 1861, the President was authorized to seize all telegraph lines, and appoint agents to supervise all communications passing over them, and forbid all telegrams in cipher and such others as were of an enigmatical character. Whenever a military superintendent’s services were required at Richmond, Dr. Morris appears to have received the appointment.

The execution of this law was confided, as before mentioned, by the President to the Postmaster General. In an Act of Congress “to provide for certain deficiencies in the appropriations for the Post Office Department for

\* Life of General Braxton Bragg, C. S. A., by Don C. Seitz, pp. 158-59.

the year ending February 18th, 1862," the sum of \$30,000 was appropriated to carry into effect the provisions of the above named Act of May 11th, 1861.

Accordingly eight lines of military telegraph were built (one of the first from Pensacola, Florida, nine miles, to General Bragg's headquarters in the rear of the navy yard and Fort Barrancas) of the aggregate length of 217 miles, and supplied with batteries, at an aggregate cost of \$4365.\* Twenty telegraph operators and watchmen were employed in operating, repairing and taking care of these State lines.

From the beginning of the war the Confederacy was handicapped by the very limited number of practical telegraph operators within its borders, and most of these showed strong proclivities to join the Army. All the Northern operators left the country and President Green in an appeal to the Government at Richmond in August, 1861, said: "If those of Southern feeling are taken into the Army, we shall have none to operate the lines." The Governors of Louisiana and Mississippi discharged a number of operators who had volunteered. General Pillow went further, and detailed some to specified services on various telegraph lines.† When the Conscription Act first went into effect in 1862, telegraph operators were especially exempted from military duty. A contract was also made by the Government with the Texas Telegraph Co., by which an advance of \$15,000 was made to that corporation, for building and operating a telegraph line and sending official despatches from New Orleans to Houston, Texas, a distance of 380 miles. This line was completed in December, 1861. Another contract was entered into with the Arkansas State Telegraph Co. who agreed to build and operate a telegraph line between Little Rock and Fort Smith, Arkansas, 190 miles in length, in return for a subsidy of \$8,000.

In February, 1862, Dr. William S. Morris, President of the Southern Telegraph Co., agreed to build and

\* Report of the Confederate Postmaster General, Nov. 27, 1861, pp. 5 and 6.

† Official Records of the Civil War, Series IV, Vol. I, pp. 535. and 942.



operate (without a subsidy) a telegraph line from Weldon, North Carolina, to Suffolk, Virginia; also other lines from Dumfries to Evansport, Manassas to Centreville, and from Stafford Court House to Brook's Station, all in Virginia.\* Postmaster General Reagan appears to have entertained a high opinion of Dr. Morris and says of him that: "he showed decided ability and efficiency in the management of that service, which was attended with serious difficulties on account of the expansion and contraction of our territory, caused by the movements of the armies of the two countries."

Napoleon III had successfully used the field telegraph in Italy during the war between France and Austria in 1859 and by direction of Postmaster General Reagan a battery and wire mounted on wheels were made ready for use in the field and forwarded to General Lee. Unfortunately, however, it was found that the broken character of the country, together with the extent of the forests in which the Army of Northern Virginia operated precluded the successful use of the apparatus.†

During the Peninsula Campaign of 1862, the Union generals derived happy results from the use of a balloon operated by Professor Lowe. The Confederate authorities acted on the hint and had a balloon manufactured in Savannah by Dr. Edward Cheves, and sent to General Lee for use in reconnoitring the enemy's lines. It was made from silk of many patterns, varnished with gutta-percha car springs dissolved in naphtha, and inflated at the Richmond City Gas Works with ordinary illuminating gas.

This balloon was placed in charge of Major, afterward General, E. P. Alexander, who saw the battle of Gaines Mill from it, and signalled information of the movement of Slocum's division across the Chickahominy to reënforce Porter. Ascensions were made daily, and when the Union army reached Malvern Hill, the inflated balloon would be carried down the river and ascensions made from the deck of a steamboat. Unfortunately, on July

\* Report of Confederate Postmaster General, Nov. 27, 1861, p. 6, and Report, Feb. 28, 1862, p. 14.

† Memoirs of John H. Reagan, pp. 159-60.

4, 1862, the boat—the “Teaser”—got aground below Malvern Hill on a falling tide, and a Federal gunboat, the “Maritanza,” came up and captured both boat and balloon, the crew escaping. Owing to the scarcity of materials in the Confederacy, it was found impossible to build another balloon, but General Alexander said his experience with the first one gave him a high idea of the possible efficiency of balloons in active campaigns.\*

During the latter part of 1861 the Southwestern Telegraph Co. which already owned lines running from Nashville, Tennessee, through that state, North Alabama, Mississippi, and Louisiana to New Orleans, apprehending interruption of communications between New Orleans and Mobile, promptly constructed a new first class telegraph line from Jackson, Mississippi, to Meridian, on the Southern Railroad, where it connected with the Mobile and Ohio road. Two other lines owned by the Southwestern Co. also stretched between Jackson and New Orleans; one followed the railroad, the other ran by way of Vicksburg, Natchez, and Baton Rouge. Besides a telegraph line between Chattanooga and New Orleans, the Southwestern Co. contracted with the Mobile and Ohio Railroad to build a line along their road from Mobile to Columbus, Kentucky. In spite of the uncertain conditions prevailing in commercial affairs within the Confederacy, added to the difficulty, not to say impossibility, of obtaining materials, the Southwestern Telegraph Co. were menaced with active competition from proposed rivals, against which they protested in vigorous terms to Postmaster General Reagan.†

Soon after the capture of Fort Donelson in February, 1862, Nashville was evacuated, and President Green of the Southwestern Telegraph Co. returned to Louisville to manage his company's interests within the Union lines, where he remained until the war was over. Mr. Van Horne (the General Superintendent) stayed South, and acted as president of the company within the Confederate lines.

\* Military Memoirs of a Confederate, by General E. P. Alexander, p. 172.

† Official Records of the Civil War, Series IV, Vol. I, p. 783.



There was no such thing as a military telegraph organization in the South, except at a few local points. General Beauregard had a regularly organized system, with a full corps of operators in and around Charleston, South Carolina; J. W. Kates being Superintendent until he went to Shiloh with Beauregard, leaving W. R. Cathcart in charge. Mr. Kates was chief operator with Beauregard until near the close of the war, when he was captured by the United States forces.

The private companies in the South aimed to do the military telegraphing, even with the armies, and, to a great extent, succeeded. A few operators took service at the headquarters of the commanding officers and had a certain military status, but they had very little to do in the Western Departments, except when headquarters happened to be at some small station, where the company's operator was not able to do the work. It was quite usual, however, for operators to be associated with the principal cavalry chiefs; many as aids yet others were soldiers. Indeed, owing to the Northern operators leaving when the war began, and the enlistment of Southern operators in the armies, there was soon felt a great lack of such talent, and the only remedy lay in detaching operators from the ranks, which was done.

General John H. Morgan, the well known Confederate cavalry leader, was one of the first officers who conceived the idea of employing the telegraph to procure information of what his enemy was doing, or purposed to do, and to mislead him in regard to his own movements.

Very soon after General Morgan began to recruit and organize his command, he secured the services of a skilful telegraph operator, a Canadian by birth, but who had lived in the South for several years. This man, George A. Ellsworth, became quite famous for his peculiar exploits in his own line, and was indeed remarkably adroit and capable in everything connected with his vocation. He was furnished with the necessary instruments and material for his work, which an assistant always carried and had ready for use; and sometimes on his motion, but generally under General Morgan's immediate direction, he "milked the wires" in a marvellous way. This sort

of thing appealed, of course, strongly to the imagination of the soldiers, and Ellsworth, better known by his sobriquet of "Lightning," became very popular.

He would frequently attach his wire to the main telegraph line, at some convenient spot where there was no fear of interruption, and take off the messages passing between the various points on the line, reading them by the click of the instrument. But when it was decided to procure fuller or more definite information, or to send messages intended to mislead, it was necessary to take possession of some telegraph office, and seize and hold prisoner the regular operator until the work was accomplished and to prevent his giving the alarm. Ellsworth would, in such case, take the chair, personate his captive, and carry on brisk conversations with his brother artists who happened to be on duty at the points with which he wished to hold communication. His success in dealing with those upon whom he would attempt this deception, and especially after it had become generally known that he was accustomed to practise such artifices, was extraordinary.

He would sometimes on such occasions compel the captured operator to telegraph at his dictation, meanwhile observing very carefully the man's manner of working the instrument. Then having apparently caught his style or "handwriting," he would take the instrument himself.

Ellsworth's greatest triumphs, with the exception of those achieved during the Ohio raid, were on the first or "July raid" into Kentucky in 1862. His despatches, purporting to come from the regular operators, of course, sent from Midway and Georgetown, thoroughly confused the Federal commanders at Lexington, Frankfort and Paris, and sent them moving in all directions save the one they should have pursued in order to encounter Morgan, while the latter, with one fourth of their number, was resting at Georgetown, in easy reach of each hostile force. At Somerset, just before leaving Kentucky, Ellsworth was considerate enough to offer some excellent advice to the telegraph operators in Kentucky, and yet some of them characterized it as an impertinence! He issued



the following document, which the wires carried all over the state: "Headquarters, Telegraph Department of Kentucky, Confederate States of America—General Order No. 1.—When an operator is positively informed that the enemy is marching on his station he will immediately proceed to destroy the telegraph instruments and all material in his charge. Such instances of carelessness as were exhibited on the part of the operators at Lebanon, Midway and Georgetown will be severely dealt with. By order of

"G. A. Ellsworth,

"Gen'l Military Supt. C. S. Telegraphic Dept."\*

As might have been expected, the Confederacy's experiment in Government control of the telegraphs turned out to be anything but successful. Requisitions from the War Department and from army officers for the building of lines, the establishment and discontinuance of offices, appointment of operators, etc., were to have been made to the Post Office Department, and the orders for doing these things were to come from it. In fact, however, Mr. Reagan complained that the first he knew of such requisitions was a notification from the President or Superintendent of the various lines that the War Department or some officer of the Army had given orders to build a new telegraph line, establish an office, appoint an operator, or even take down a line, without any pre-existing legal order. The various generals in the South West, it was complained, had gone even beyond that and had usurped the entire control of the telegraph lines, appointing agents and operators, etc., without any notice whatever to the Post Office Department.†

The other side of this matter was given by General Bragg who said: "No military possession, or control of the telegraph lines in my department has been assumed by me. General Johnston (Albert Sidney) and afterwards General Beauregard, my predecessors, had a telegraph operator of honesty and skill as superintendent for the regulation of such matters. The same officer and the

\* Reminiscences of General Basil W. Duke, C. S. A., pp. 126-28.

† Official Records of the Civil War, Series IV, Vol. I, p. 1146.

same system have been continued by me. . . . Had the Postmaster General under the recent Act of Congress, applied for the control of the lines in my department he would have encountered no opposition from me. The extent of the department and the importance of military operations in it, in my opinion, made it his duty to assume control of these lines. Having failed to, it is not graceful in him to withhold necessary supplies for me to do it for him." (August, 1862.)\*

A little later Bragg complained: "If the object of the agent of the Post Office Department was to embarrass commanders and military operations in this department he could not more successfully accomplish it." A curt reply came back immediately to the effect that the Post Office Department was supreme—the wires being swift enough in their own cause—that the authority of the Postmaster General must be supported. Bragg therefore telegraphed General Price: "Discharge all military operators and communicate by mail." Complaints naturally followed, but President Davis stood by the civil control of the wires. All these bickerings and red tape have a certain familiar ring, and quite remind one of the present (1924) faultless(?) administration of the United States Post Office Department, although fortunately for the general public the latter does not (yet) control the telegraph.

There had been much ante bellum rivalry, and consequent friction, between the American and South Western Telegraph Companies, which the severance of their respective heads did not remedy, and it was believed that Dr. Morris was largely instrumental in obtaining an order for the seizure of the South Western Company's property within the Confederacy, on the ground that its officers were Unionists. The order was issued in September, 1862, when a Mr. Caldwell was appointed military superintendent, with directions to possess himself of all its property and receipts. He established himself in Chattanooga, and issued his commands to the managers of all the offices before Van Horne knew of his

\*Life of General Braxton Bragg, C. S. A., by Don C. Seitz, pp. 158 and 165.



appointment. At this time John B. Morris was operator at Jackson, the capital of Mississippi. He requested Governor Pettus to intercede in behalf of the company. Pettus, thereupon, telegraphed President Davis to know the cause of the action, and received the following reply: "Richmond, Va., Sept. 11, 1862.

"Gov. Pettus, Jackson, Miss.:

"The action was taken on suggestion of telegraph companies, and is designated to protect the Confederate States, and to secure the receipts to the true and loyal owners. The president of the company is with the enemy, and the company is not in condition to fulfill its purposes.

"(Signed) Jefferson Davis."

This exposed the scheme, which Van Horne, well seconded by others, was able to frustrate. The order was rescinded.

The expenditures of the Military Telegraph Lines actually run by the Confederate Post Office Department for the six months ending September 30, 1864, were as follows, as certified by J. T. Coldwell, "Superintendent of C. S. Military Telegraph":

Amount paid agents and operators .....	\$22,509.00
Amount paid watchmen .....	3,375.00
Amount paid office expenses .....	228.00
Amount paid office material .....	22,200.00
Amount paid construction .....	48,023.00
Amount paid repairs of lines and instruments....	2,126.00
Amount paid incidental expenses .....	1,151.00
	<hr/>
	\$99,616.00*

By the last year of the war, the Confederate telegraphers had well nigh exhausted all sources of material supply. Even in the city of Petersburg, Virginia, horses could not be procured for line repairers except by borrowing for each trip of the quartermaster. Superintendent Merriwether, at Mobile, sent out to Pascagoula to take all insulators and brackets off that wire to Hall's Mills, in order that he might overhaul and repair the

\* Report, dated Nov. 7, 1864, of Confederate Postmaster General, p. 20.

line from Tensas River to Montgomery. Nearly all the telegraph wire in the Confederacy was already on poles. Much of that was nearly valueless, owing to rust. Copying paper, very like that used for printing newspapers, was three dollars per pound. Zinc, in which was a preponderance of type metal, was two dollars and fifty cents per pound and sulphuric acid cost twenty dollars per pound. Peanut oil was used in lamps that cost fifteen dollars each.

It was while the supplies in the Confederacy were almost exhausted, that General Sherman's army began its march to the sea which involved the tearing down of 500 miles of telegraphs in Georgia alone. What could more effectually work that end than the means used; heating the centers of the railroad iron, and twisting the bars around telegraph poles. At this time J. B. Tree was General Superintendent of the seaboard lines, which included nearly all in Sherman's path. Two days after General Sherman's army began its march, G. T. Beauregard, General-in-chief in the West, telegraphed as follows:

"Iuka, November 17, 6.30 P. M., 1864.

"Forwarded from Selma to:

"Lieutenant General Richard Taylor, Macon, Ga.:

"Adopt Fabian system. Don't run the risk of losing your force and guns to hold any one place or position, but harass the enemy at all points. *Hannibal held heart of Italy sixteen years and then was defeated.* Be cool and confident, and all will yet be right. I will join you as soon as possible.

"(Signed) G. T. Beauregard, General."

This, of course, meant the abandonment of Macon, should Sherman appear to want it in dead earnest. Consequently, Merriwether was sent to that city to pack up all surplus materials ready for instant shipment to Montgomery. By November 22d, all communication via Millen with Augusta and Savannah was cut off. On the 23rd, Superintendent Tree telegraphed Brenner, of Augusta: "Keep your offices open night and day. If you have to fall back, take it coolly and gather up the



operators, instruments and material as you retire. If the enemy diverge from the Central or Georgia R. Road, establish an office at the end of the break and send your business through by couriers. We will do the same at the Macon end."

This message went via Columbus, Georgia, Tallahassee, Florida, and Savannah—the only route then open. Next day, that line was cut south of Macon. Then operator Connor started out with a relay to try and flank Sherman's army on the direct route to Savannah. He must have found it a serious undertaking. The great cry now, from Macon to Mobile and thence to Corinth, was: "Where is Sherman?"

General Beauregard, not thinking that Fabius Maximus harassed Hannibal without any telegraphs, was himself paralyzed for want of one, although General Sherman, like Hannibal, also without any, was defeating his foes. If Sherman's "bummers" had raided any country for sixteen years (referring to Hannibal's sixteen-year campaign in Italy), it is safe to say that not even sorrel could have been grown there.

C. T. Campbell, chief operator of the Montgomery office and an assistant, were hurried off to Atlanta to collect wire from the Chattanooga Road, to reconstruct the line to West Point, Georgia. One wire from Montgomery to Opelika was taken down for the same purpose. General Hood was asking for a telegraph line to his then headquarters near Blue Mountain, while General Beauregard was equally urgent in demanding a line to Augusta via West Point and Atlanta.

Superintendent Tree was pushing everybody and everything, but could accomplish but little. No railroads—little wire—insulators wanting—wagons hard to get, and the soldiers would not work. A line leading from Macon east was rebuilt for nine miles, when Assistant Superintendent Merriwether was driven back and lay idle five days before the Union cavalry left. The Oconee River was reached on December 4th, 1864, but no one yet knew where General Sherman's army was, and the great inquiry among telegraphers was: "Have the Yankees destroyed the line to Millen (Georgia)?"

Next day, it was learned that both wires on the Central Road, beginning three miles east of Macon to Millen, had been destroyed. Out of the débris and collected wire, Merriwether was trying to patch a line to the latter place. In time he succeeded, but three hundred insulators were wanting.

If the Fates did not then foretell, events must at least have cast a warning shadow. Such had now become the feeling in Georgia, that residents along the route of Sherman's temporary line from Atlanta to Rossville, appropriated the wire and when the Confederate authorities started to rebuild, only surrendered it under compulsion. In January, 1865, for the first time in weeks, the Government at Richmond was in telegraphic communication with Mobile by any line. For a long time the Government freight route was from Augusta, via the Georgia Railroad to Greensboro', thence by wagon to Eatonton, and thence by rail, via Milledgeville and Gordon, 145 miles. The repair of the Central of Georgia Railroad east of Gordon was abandoned.\*

Some idea of the risks run by telegraph employees during the war may be had from the following message sent by operator Kendrick, at Guinea's station, Virginia (on the Richmond, Fredericksburg and Potomac R. R. near Fredericksburg) to Dr. W. J. Morris, President of the Southern Telegraph Co. at Richmond:

"Milford, May 18, '64.

"Dr. W. J. Morris,

"Enemy appeared in full view of Guineas this evening and continued to advance. When within a few hundred yards of the depot I started on a hand car with the register and magnet. Did not have time to save the balance. . . . They tried to cut us off . . . but failed. Do not think they will remain there long.

"(Signed) Kendrick."†

The most successful case of "wire tapping" during the Civil War was accomplished by Charles A. Gaston, one of General Lee's operators. During the campaign in

\* The Military Telegraph during the Civil War, by W. R. Plum, Vol. II, p. 250.

† Lee's Confidential Dispatches to Davis, p. 188.



front of Petersburg, in 1864, Lee was very anxious to ascertain the purposes of General Grant, when the idea of "tapping" the Fortress Munroe telegraph line was suggested. An independent company of men known as Reid's Scouts was directed to assist Gaston, who was chosen for the hazardous undertaking of connecting his instrument to the line in the vicinity of Dr. Richards', near Surray Court House. Gaston was conducted to the locality, it is believed, by a few men under General Roger A. Pryor (the former well known Congressman and a native of Petersburg), and left with the scouts, who for the most part were, so far as appeared, peaceable citizens engaged in chopping wood, i. e., when they were in danger of discovery, but a careful watch was kept that they might not be discovered at all.

Gaston, before leaving Richmond caused an insulator to be prepared to hold the two ends of the main line in place on the pole, so as not to attract attention. To these he connected his fine silk-covered wire and running that under the bark to the bottom it was extended a considerable distance along the ground into the adjoining woods and well covered with dry leaves. Thus Gaston opened his office on the military line connecting City Point, Virginia, with the United States War Department.

Two men were on guard along the edge of the woods all the time. If seen, they were to make the best of it, being careful not to appear unwilling to meet the discoverers, thus very little attention was paid to them. A shrill whistle repeated by another was to be the danger signal. It is said that for six whole weeks the Confederate operator "tapped" General Grant's wire. Unfortunately during all this time but one message was received by Gaston which proved of any value to the Confederates. Gaston copied a great many cryptographic despatches which were sent to Richmond, but were never translated. In this the Federals were luckier than the Confederates, for nearly all the latter's cypher telegrams and despatches which fell into their opponent's hands during the war seemed to be at once penetrated.

The one message, however, that the Confederates did profit by, proved of incalculable value. It was from the

Quartermaster General in Washington City and requested a guard to meet over 2400 cattle at Coggins Point where they would be landed, and convoy them to City Point. At that time General Lee's commissariat was struggling with the question of food. Meat was especially needed and difficult to obtain. This message pointed out a new way. Accordingly on September 15th, 1864, General Wade Hampton with a large body of cavalry left the vicinity of Reams Station, and making quite a detour arrived at Coggins Point the next day in time to receive the cattle and convoy them to the Confederate army, which they supplied for about forty days. He also captured 300 prisoners, two hundred mules, thirty-two wagons and forty telegraph builders. When a new party of builders reached the vicinity of Surray, Gaston knew his wires would be discovered and accordingly he destroyed as much of the telegraph as possible and returned to General Lee.\*

The following telegram from Superintendent Tree of the seaboard lines to President Morris in Richmond, clearly represents the Southern situation in the last few weeks of the war:

"Milledgeville, Ga., Jan. 10, 1865.

"The feeling in Macon, Columbus, Atlanta and Gordon indicate that the ordinary Georgian thinks there is no further use in prolonging a contest in which they are sure to be beaten at last. The whole State is filled with deserters. Alabama is not a whit better, and the Legislature of Mississippi refuses to allow the militia force to go into an adjoining county of its own State to repel an attack. There is no doubt the men of those States, already in the army, will fight to the last, but the cry of the 'stay-at-homes' is that it is useless to fight longer and they are no doubt encouraged in this idea by the Governor of Georgia, who it appears, is forever hunting up a pretext to fight Jeff. Davis. It is reported to me by one of the Superintendents of the Southern Express Co., upon the authority of a Judge in Tennessee, that Bragg had 103,000 men on his muster roll at the battle of Missionary Ridge, of which number 60,000

\* The Military Telegraph During the Civil War, by W. R. Plum, Vol. II, pp. 265-66.



were deserters, thus leaving him 43,000 men to bear the brunt of the fight. John Butler told me that General Wheeler's (the famous cavalry leader of the Confederate Army of the Tennessee) muster roll calls for 23,000 men, and that his Paymaster told him he could only find 7,000 men in active service. Here, now, is a force of 76,000 men at large, hiding in the swamps and fastnesses of this and contiguous country. From the feeling of the country people I am convinced no information would be given as to their hiding places."

In his "Diary of a Rebel War Clerk," J. B. Jones twice accuses the telegraph operators, some of whom were Northerners, of divulging Confederate secrets.\*

General William C. Oates, C. S. A., in his "War Between the Union and the Confederacy—Its Lost Opportunities,"† a book written from the Southern point of view, admits that in the last year of the war the desertions from the Confederate army were larger than was thought to be the case. Brave men who had fought heroically for years had the intelligence to see and to know that to continue to fight, after the summer of 1864, was a hopeless struggle. By the early part of 1865, the desertions from General Lee's army averaged two to three hundred men daily. An enlisted man could not resign, as an officer was permitted to do; his only way to escape further risk in a hopeless cause was to desert. General Oates goes on to say: "It is strange that many intelligent people have such treacherous memories. In the Constitutional Convention of Alabama, held in 1901, . . . the writer asserted that before the surrender from five to ten per cent of the Confederate soldiers were absent without leave, some of the delegates—old soldiers—denied it, and asserted that there were not exceeding one per cent of desertions. The writer thinks now that his estimate was much *lower* than the facts justified. If ever good men were excusable for desertion, it was in the case of Confederate soldiers. They had suffered all the privations and hardships that men ever did, and then saw no hope of success."

\* Vol. II, pp. 428 and 436.

† Vol. II, pp. 429-30.

## THE SOUTHERN EXPRESS COMPANY DURING THE WAR

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It seems fitting, in this work, to give a short account of the Southern Express Company during the Civil War, more especially as the latter seems to have wielded a certain political influence, and was regarded very unfavorably by many Southerners.

When the war broke out in 1861 the Adams Express Company's lines extended over the states which comprised the Southern Confederacy. The chief shareholders in the former corporation were: Alvan Adams, of Boston; William B. Dinsmore of New York; Edward S. Sanford, of Philadelphia; James M. Thompson, of Springfield, Massachusetts; R. B. Kinsley of Newport, Rhode Island and others, all Northern men. These gentlemen believing it would be hazardous for Northern citizens to hold property in the South, decided to dispose of their interests there. After unsuccessful negotiations with certain persons resident in the South, the Adams Express Company sold and transferred their entire business in the Confederacy to Henry Bradley Plant, a native of New Haven, Connecticut, but who had managed the Southern department of the Adams Express Company since 1854. (Mr. Plant in later life owned the well known "Plant Railway and Steamship System" operating in various Southern States, principally South Carolina, Georgia, and Florida.) He formed a corporation under the laws of the State of Georgia, taking in all the stockholders of the Adams Co. who were then residents of the States south of the Potomac and Ohio rivers.

The company thus formed was called the Southern Express Company, and elected Mr. Plant as its President, a position he held until his death in 1899. A central office was established at Augusta, Georgia.\* The seat of the Confederate Government at this time was Montgomery, Alabama, and it appointed the Southern Express Company custodian of all funds of the Confederacy

\* Life of Henry Bradley Plant, by G. H. Smith, D.D., pp. 53-56.



which were to be transferred from one place to another. The company filled this latter office until the dissolution of the Confederacy.

In consequence of this responsibility, officers and agents of the company were relieved from military service when the conscription laws took effect.\* There is no doubt that this exemption was taken undue advantage of and caused great bitterness of feeling throughout the South towards the company which is reflected in the newspapers of the day. At the beginning of the war, Mr. Plant thought he might have to leave the South, with other Northern men. He said: "I wished to know whether by remaining I would be required to abandon the Southern Express Company and its obligations. It was a great satisfaction to me to learn from my counsel that the Cabinet were unanimous in the decision expressed by Mr. Davis, that I should remain and continue to conduct the business of my company, he having full confidence in whatever I might do."

J. B. Jones in his "Diary of a Rebel War Clerk," under date of February 16th, 1863, said: "The Southern Express Company bring sugar, partridges, etc., to the potential functionaries, and their employees are exempted during the time they may remain in the employment of the company. It is too bad!" Again on June 16th, in the same year: "J. M. Seixas, Agent of the War Department, writes from Wilmington, N. C., that while the government steamers can get no cotton to exchange abroad for ordnance stores, the steamers of individuals are laden and depart almost daily. This is said to be the work of the Southern Express Company, believed to be Yankees (a portion of them) which contracts to deliver freight, and bribes the railroads and monopolizes transportation. . . . It takes a great number of able-bodied men from the army . . . and absolutely embarrasses, as Gen. Whiting says, the conduct of the war."†

\* Official Records of the Civil War, Series IV, Vol. I, p. 1174.

† Vol. I, pp. 260 and 350.

*(To be continued.)*

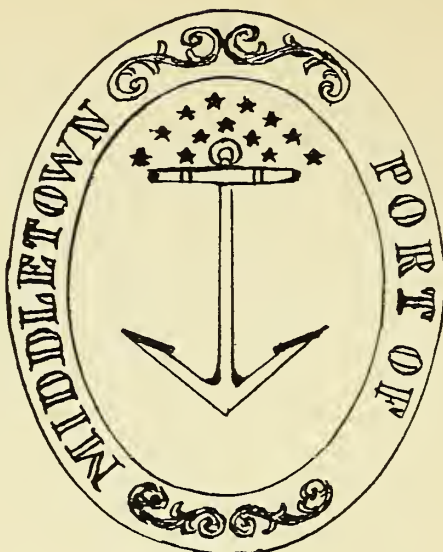




# SEA-PORTS OF CONNECTICUT



Middletown, 1803



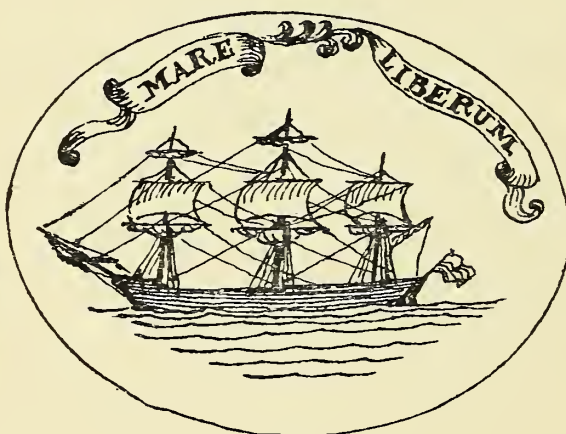
Middletown, 1797



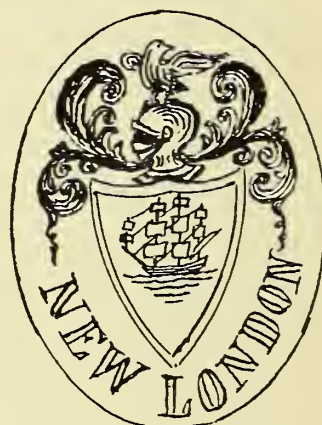
Middletown



New London, 1732  
On Three-Shilling Note



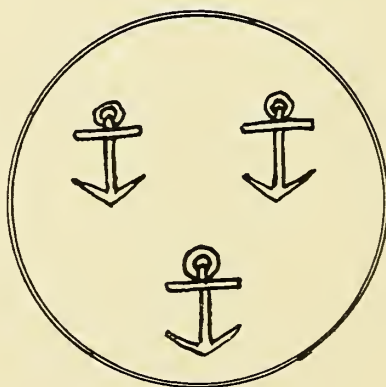
New London, 1784



New London, 1799  
On Seaman's Certificate



Norwich, 1790



Stratford, 1708 - 1712  
On a Bond



Saybrook, 1708 - 1909  
On a Bond

## SEALS OF MARITIME NEW ENGLAND.

BY LOUIS F. MIDDLEBROOK.

*(Continued from Volume LXII, page 224.)*

PORTSMOUTH, New Hampshire, has always been prominent in the annals of United States history as an important seaport. It became incorporated by the government of Massachusetts in 1653, but was settled in 1630 and known as "Strawberry Banke" until 1653. In 1679 the province of New Hampshire was constituted and Portsmouth became its capital until 1775. It was chartered as a city in 1849. It has always been a port of entry on the North Atlantic seaboard and has been famous for its shipbuilding. A Navy Yard has been maintained here ever since the Revolutionary War.

CAPE COD, from its shoulder to its fist, has been historic ground ever since 1620. The Pilgrims first landed at PROVINCETOWN before they crossed over to Plymouth. It was here that the Mayflower's career became famous and where the "Compact" was drawn up and signed by the Pilgrims before they proceeded across the Bay. Here John Carver was chosen first Governor of Plymouth Colony; but the real first settlement of PROVINCETOWN did not take place until 1680, and it became a town in 1727. Its Indian name was "Chequocket." The rest of "The Cape" was probably explored earlier, but settlements of the various towns did not actually take place until the communities became stable enough after the many vicissitudes they endured had been overcome. BARNSTABLE and YARMOUTH, adjoining towns, noted for their nautical pursuits, and where the mackerel and whale fisheries were the basis of economic life in the 17th century, were both settled and incorporated in 1639. SANDWICH (Indian name of "Shawnee"), southeast of Plymouth, was settled in 1637 by people from Lynn. EASTHAM (formerly known by the Indian name of "Nauset," was settled in 1640. CHATHAM, at the elbow, was known as "Monomoyick" when settled in 1665. FALMOUTH ("Succan-



nesset"), on the eastern side of Buzzard's Bay and on the north shore of Vineyard Sound, was incorporated in 1686. TRURO, known by the Indian name of "Pamet," became a settlement in 1696. WELLFLEET ("Pononokanet"), incorporated in 1763, and ORLEANS ("Namskaket") in 1797.

The seals of all of these communities are shown herewith, but it may be that they possessed others of earlier date and design, which may have become extinct, although no documentary evidence has thus far been observed bearing them.

Research only in a very few instances develops the names of the artists or artificers who designed and cut seals, and it indeed would be a super-difficult task to establish the author of each seal without an exhaustive and no doubt fruitless study of ancient vouchers or receipts that may or may not have been preserved, itemized, or recorded by the respective colonies and communities. In some instances this might be and has been possible, where there has been a semblance of systematic records classified and kept intact; and then such a hunt might be valuable to make if perchance it should result in the discovery of other and similar works by the same or different artists or engravers of our colony period, hitherto unknown. A few of the New England engravers are herein listed, some of whom are known to have cut some of these old seals, and some of them have become renowned by their works, such as Paul Revere, Thomas Johnston, Amos Doolittle, John Conny, and Abel Bowen. Some of the most beautiful seal cuttings are shown on the impresses of the old Salem documents, clearance papers, registers of ships, and seamen's certificates, a few of which are herein illustrated. Whether they were cut in this country or not is not known. It has been found that in the early days most seals were what might be termed "hand stamps," used with a mallet, and this seems reasonable as explaining why more art was capable of being introduced into the design, because no "positive" or counterpart was necessary to be cut, as now, to press into the "negative" or upper part by the mechanical or lever motion to squeeze the two parts to-

gether. A close examination of some of the ancient seals will clearly disclose that but one side of the paper was impressed, due to the use of the wax with wafer on top, and in some cases—particularly in the seventeenth and early eighteenth centuries, with the wax only to receive the impress. It is even nowadays possible to occasionally find one of these ancient hand seals, especially those that were used by individuals, some of which are heirlooms in the shape of finger-rings and watch-fobs, while others are mounted with wooden handles (and some with no handles at all) that distinctly show the impact of a striking instrument, such as a mallet or hammer. One of these seals or stamps is shown, which was used by the Customs or Tax authorities of Massachusetts Bay, before the Stamp Act was passed by Parliament. It is the “Ship & Steady” stamp of four pence. The Saybrook and Stratford seals may have been of the same variety.

As above stated, therefore, the “*intaglio*” form of engraving—in which the pattern or design is sunk below the surface of the metal thus treated, and which form is opposite to the “*relievo*” or engraving where the design is raised—was predominant in colonial times, and there were seldom any seals having the “*force*” or counter-die as a part of the machine, such as are now used with hand lever to create the raised, or properly speaking the “*embossed*,” impression on paper.

Common usage employs the word “*seal*” to describe both the tool or implement for making an impression and the impression itself, but properly it should be confined to the latter. The engraved or devised implement is technically called the “*matrix*.” In the by-gone days, gold, silver, and even ivory and the semi-precious stones were cut to furnish the seals for the fastidious.

The modern method of producing what are commonly called the press-seals, now generally in use by government officials, corporations, notaries, etc., upon which nothing but letters, rings and a conventional edge or border appear, has devolved into a commercial, mechanical process, except where intricate artistic devices are required that still call for the engraver’s technique. Round seals or



matrices are in more common use than other shapes, because they can be more speedily, and therefore less expensively, produced. The die or negative is usually made of brass, though sometimes of bronze or steel. The roped or beaded edges are mechanically knurled, and the required circular lines are turned true in the lathe. The steel letters, properly set to read backward, and correctly spaced, are mechanically struck or pressed at a certain pressure into their proper spaces on the metal disc, which is usually about one quarter of an inch in thickness, and the die or negative is thus ready for its "counter," or positive part. This is made by fastening the round brass die into its form or holder, placed in a level position, and slipping over it a snugly-fitting circular steel collar, which forms a raised dam about three-eighths of an inch above the surface of the die, to receive molten metal composed of a certain mixture of lead, antimony and tin. When this has been poured and allowed to cool for a certain short space of time, the dam or collar is removed and the metal counter carefully dislodged, showing the positive portion of the matrix or seal. The burred edges of this casting are then properly cleaned off, and the counter copper-plated by electrolytic process to provide strength and durability to its surface; and both the brass die and its counter are then ready to be fitted into the iron or steel lever-hand-press, and securely fastened.

A seal made in any other form than a circle, such as an ellipse, octagon, or the ecclesiastical pointed oval form, would necessarily be a manual process, requiring the best skill and art of the engraver, not only to properly produce the true form or shape, but also to cut the device correspondingly accurate within, so that harmony, grace, and equal distance from extremities will not be violated.

The press-seal die requiring frequent or constant usage and service is made of hardened steel instead of brass, and the metallic composition of the counter is correspondingly strengthened to meet such requirements.

The arts and trades and the secrets learned about them in the old days, were not freely broadcasted in print, and

when we now see a beautiful ancient design appearing in relief in a seal, with its intricate cutting, detail, and even perspective, while we know, if we pause to consider it, that many hours of closely confined labor and skill have been devoted to produce such a result by means of the graving tools in the hands of an artist and designer, we do *not* know what were the various and particular details and curious circumstances then attending this noble art, for it was not the mere act of graving, alone, that was necessary, but the fashioning and deliberate carving and rounding produced by home-made tools, sharpened, formed and tempered, especially adapted to the work to be performed by the one who knew how to do it, and these secrets, learned by years of experience, were gained only by the strictest kind of apprenticeship, which primarily and necessarily must have been of an artistic base and quality, and a heart and soul to go with it. The following brief excerpt on seal-engraving is the only one of antiquity that has thus far presented itself in the search for a treatise on this subject, the closing portion of which refers to another treatise of an indefinite character, evidently intended for a facetious detour:

“When the metal you would grave is well polished, you draw your design on it with either the black lead-stone or a steel point. When that is done you have no further need of anything but very sharp and well tempered gravers to cut in, and give more or less strength to certain parts, according to the subject and the figures you execute. You must also have a certain tool of about six inches long, one of the ends of which, called a scraper, is made in the form of a triangle, sharp on each edge, with which you scrape on the metal when you want to use it. The other end, called a burnisher, has very much the shape of a fowl’s heart, a little prolonged by the point, round, and slender. This serves to polish the metal, to mend the faults, and to soften the strokes. In order to form a better judgment of your work you must, now and then, as you proceed on, make use of a stump, made with a piece of an old hat rolled up and blackened, with which you rub your metal on the place you are working, which fills the strokes with black and makes you see better the effect of your work as you go on. You must be provided likewise with a leathern



cushion on which you lay your metal while you engrave it. *We shall not give any further account of the art of engraving than this short epitome, and we shall not attempt to enter into any more details. They whose curiosity on this subject will prompt them to be more particularly acquainted with it may amply satisfy themselves by taking the trouble to find the more concise treatise composed by Doctor Squint."*

# SEA-PORTS OF CAPE COD, NANTUCKET AND MARTHA'S VINEYARD



Edgartown



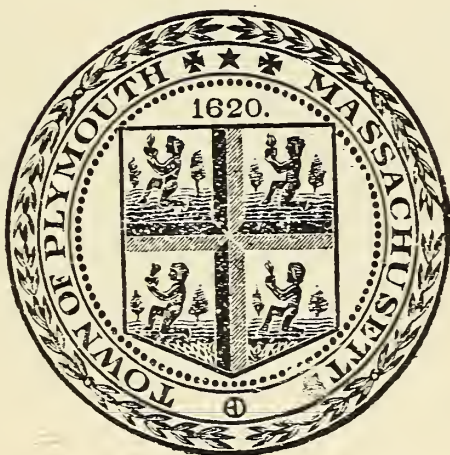
Sandwich



Nantucket



Provincetown



Plymouth



Dartmouth

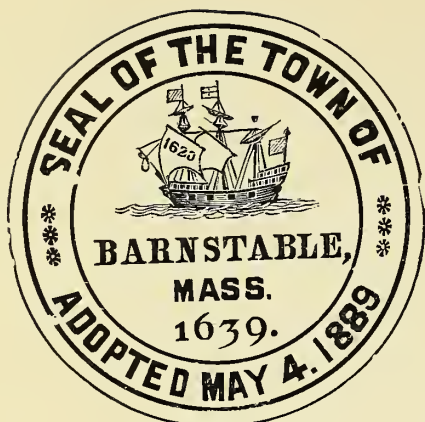


Yarmouth



Falmouth

# SEA-PORTS OF CAPE COD



Barnstable



Wellefleet



Eastham



New Bedford



Orleans



Truro



## A FEW OF THE NEW ENGLAND ENGRAVERS.

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*To work all manner of work, of the engraver,  
and of the cunning workman. . . ."*

Exodus xxxv:35.

*James Akin*, engraver, was born about 1773 in South Carolina. He died in Philadelphia, July 18, 1846, aged 73 years. In the early part of the 19th century he moved to New England. In 1804 he was engraving in Salem, where he remained two years, and in 1806 was established at Newburyport. He went back to Philadelphia and was advertised there as an engraver in 1811. He was quite prominent in his line of work, left a good estate, and died at his residence No. 18 Prune Street, Philadelphia.

*Joel Allen*, of Southington, Connecticut, was an engraver of note. He was born in 1755, and lived and worked in Middletown, Connecticut. He was probably the engraver who cut the various seals of that city, as shown herein. He died in Middletown in 1825.

*Benjamin Blythe* was an early engraver of Salem, being born there in 1740, married in 1769, and admitted to the Essex Lodge in 1781. It is quite possible that he may have made some of the earlier seals of the Port of Salem as herein shown.

*Abel Bowen*, an engraver of some prominence, of Boston, was born at Sand Lake Village, Greenbush, New York, Dec. 23, 1790. He died in Boston, March 11, 1850. In 1816 he published in Boston "The Naval Monument," illustrated by copper and woodcut plates of naval combats. Shaw's History of Boston contains some of his work. Whether he was a seal-engraver or not has not been discovered.

*Richard Brunton*, an engraver and die-sinker, was advertised in the American Journal and Daily Advertiser, January, 1781, as in Providence, R. I., plying his trade. He also lived in Norwich, Stratford, Suffield and New Milford, in Connecticut, and many of his engravings are

mentioned in a book on this subject published by Mr. Albert C. Bates of Hartford, Conn. He was imprisoned in Newgate Prison, Granby, Connecticut, early in the 19th century, for forgery.

*Abel Buell*, engraver, born Feb. 1, 1742, in Killingworth, Connecticut, and died 1825 in New Haven. He is said to have cut the Colonial seal of Connecticut.

*Martin Bull*, engraver of silver plate, was born Dec. 3, 1744, and died March 24, 1825. He lived in Farmington, Connecticut.

*William Burgis*, an engraver of Boston, was engaged at his profession as early as 1717. He engraved a large copperplate "View of Boston Lighthouse," and published various other of his engravings, including "The College at Cambridge."

*Benjamin Callender*, engraver, born at Boston, March 16, 1773. Died at Northfield, Feb. 22, 1856. He engraved maps and charts on copper.

*Joseph Callender*, born at Boston May 6, 1751, and died there Nov. 10, 1821. Buried in the Old Granary Burying Ground in Boston. He was a die-sinker for the Massachusetts Mint, and studied with Paul Revere. He designed book plates, seals, etc.

*John Conny*, engraver. The Massachusetts bills of credit issued in 1690 by order of the General Court and bearing the seal of the Colony, were probably engraved by John Conny, who was a prominent gold and silversmith in Boston. John Chester of Wethersfield, Connecticut, wrote to him, October 21, 1700, requesting him to make a silver service and tankard and to mark them with his arms. The Mss. Archives of Massachusetts, under date of March 12, 1702-03, note the indebtedness of the Colony to John Conny for engraving three plates of Bills of Credit (£30). He was probably the first American engraver on copper of record.

*Francis Dewey*, engraver, was in Boston as early as July 30, 1716, per the following newspaper advertisement: "Lately arrived from London, Francis Dewing who engraveth and printeth copper plates, likewise coates of Armes & Cyphers on Silver Plate."

*Amos Doolittle*, engraver, was born May 8th, 1754, and died Jan. 31, 1832, at New Haven, Connecticut. He was quite a well known engraver of copper and many of his works are encountered in Connecticut books of the period. One of his famous plates was "The Battle of Lexington."

*Thomas Emmes*, engraver, of Boston, was probably the first American engraver to attempt portrait engraving, as shown by his portrait of Increase Mather, published about 1701.

*John Fitch*, of South Windsor, Connecticut, the inventor of the first steamboat, was an engraver of some importance in his home state. He was born Jan. 21, 1743, and died at Bardstown, Kentucky, in 1792. He engraved maps and charts.

*John Foster* was born in 1648, and died in Boston Sept. 9, 1681. He graduated from Harvard College 1667. In 1669 he was teaching in Dorchester, and in 1675 he established the first printing office in Boston. He engraved a map of Charlestown. The plate was sent to Amsterdam and there printed. He is buried in Dorchester, where there is a pair of handsome gravestones, still exact and elaborately chiseled, containing a couplet in Latin written by Increase Mather.

*Francis Garden*. The Boston Evening Post of March 4, 1745, contains the following advertisement: "Francis Garden, engraver, from London, engraves in the newest manner and at the cheapest rates, Coates of Armes, Chrests & Cyphers on gold, silver, pewter or copper. To be heard of at Mr. Caverly's Distillery at the South End of Boston."

*John Greenwood* was an engraver who was born in Boston, Dec. 7th, 1727, died at Margate, England, Sept. 15, 1792.

*John Hallam*, of New London, Connecticut, is recorded as official engraver for the Governor and Company of Connecticut in Colonial days, his work being devoted partly to bills of credit.

*William Hamlin*, engraver, born in Providence, R. I., October 15, 1772, and died there Nov. 22, 1869, manu-



factured quadrants and other nautical instruments used by navigators, and engraved on metal. His business was at the sign of the Quadrant, No. 131 South Water Street in Providence. He made his own tools.

*Nathaniel Hurd* was born in Boston, Feb. 13, 1730. Died Dec. 17, 1777. He advertised in the *Boston Gazette*, April 28, 1760: "N. Hurd informs his customers he has removed his shop from MacCarty's corner on the Exchange to the back part of the opposite brick building, where Mr. Ezekiel Price kept his office, where he continues to do all sorts of goldsmith's work, likewise engraves in gold, silver, copper plate and steel, in the neatest manner and at reasonable rates." Numerous book plates and seals are attributable to his art.

*Joseph Jencks*, who died at Saugus, Massachusetts, March 16, 1683, made the dies for the Pine Tree Shilling, and established the first foundry and forge in the American Colonies. He was born in England in 1602, at Colbrooke.

*Thomas Johnston*, engraver, was born in Boston in 1708, and died there May 8, 1767. He was buried in King's Chapel Burying Ground. He designed and engraved many book plates, maps, sheet music, seals, etc., and was engaged at his profession as late as 1763. He engraved the "Anchor & Codfish" seal of the Plymouth Company of Massachusetts, as illustrated herein.

*Thomas Kensett*, engraver, born in England in 1786, and died at Cheshire, Connecticut, in 1829, where he followed his trade.

*Caleb Lownes* was an engraver in 1775, as we find in the *Pennsylvania Magazine* for June of that year his engraved plan of Boston Harbor. He was a die-sinker and seal cutter in business in Philadelphia. He was paid £76 for cutting a seal for the Philadelphia Board of Admiralty; also the State Coat of Arms of Pennsylvania as early as 1786.

*Nathaniel Morse* was a Boston engraver who is recorded as having died June 21, 1748. The *Mass. Archives*, Vol. 101, No. 525, contains a copy of a bill of 1735 showing

that Morse was paid for engraving and printing a plate for Massachusetts paper money.

*Paul Revere*, engraver, was born at Boston, Jan. 1, 1735, and died there May 10, 1818. The father of Paul Revere came from the Island of Guernsey and established himself in Boston as a goldsmith. Paul Revere's works were quite extensive, including his famous "Boston Massacre of 1770; various seals, bills of credit for the Colony, and numerous plates for the Royal American Magazine. The so-called "Sword-in-hand" seal of Massachusetts, displayed herein, is reproduced from his work.

*George Girdler Smith*, engraver, of Boston, was born at Danvers about the close of the eighteenth century. He died in Boston in 1858. He was an engraver of some prominence and ability and probably a pupil of Abel Bowen, as he was an engraver in his employ in 1815.

*James Turner* was a silversmith and engraver and kept shop near the Town House in Cornhill, Boston. "Engraves all sorts of stamps in brass or pewter for the common printing press. Coates of arms, crests, cyphers, &c. on gold, silver, steel, copper, brass or pewter. He likewise makes watch faces; makes and cuts seals in gold, silver or steel or makes steel faces for seals and sets them handsomely in gold or silver." He died in Philadelphia 1759.

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*"The toilsome hours in diff'rent labour slide,  
Some work the file, and some the graver guide."*

*—Gay.*

## DOCUMENTS RELATING TO MARBLEHEAD.

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### ABSTRACTS FROM THE ORIGINAL IN THE MASSACHUSETTS ARCHIVES.

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BY JOHN H. EDMONDS.

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*(Continued from Volume LXII, Page 208.)*

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At His Majesties Superiour Court of Judicature begun and held at Ipswich the third Tuesday of May Anno Dom 1727. Eunice Willard, plaintiff versus Abraham Howard et al. defendants. By consent of both parties, Richard Skinner and John Skinner, a Minor, by his Guardian, both of Marblehead, were admitted defendants in the room of Abraham Howard and James Skinner, executors, and the case was continued to the next Court by order of Court. Copy from the Minute Book. Examined per Benjamin Rolfe, Cleric.

Petition to General Court of Eunice Willard of Boston, spinster, having an estate through death of her mother, by force of a gift, etc., made by her grandfather, in the hands of Mrs. Brown et als of Marblehead, entered suit, and since has suffered great delays in the Courts. At the first trial defendants prayed continuance on technical points and abated the writ without action at next term. Petitioner appealed, judgment was reversed and remitted to next Inferior Court, where defendants won on grounds that she sued for more than she owned, etc.; she having been prevailed upon by Mrs. Brown and her partners to release what had descended to her from one of her sisters, Margaret, for 5s. of the value of £1000, being  $\frac{1}{6}$  part of the estate given the 6 children, they claiming such was for  $\frac{2}{6}$  and  $\frac{1}{12}$ , because one of the 6 sold his share and 3 others died, which shares accrued to those still holding. Such being a release among tenants in common to executors of Mr. Legg, who not having a freehold could not receive the same, etc. Grandfather gave it to his son and daughter for life and on their decease to the 6 children making such a joint estate which would



revert to the other holders on their death without issue. Asks for no further delay, quoting Magna Charta as to same. Defendants claimed that only three Judges were present, one being Mr. Davenport, to whom they objected on the grounds that his daughter was married to Col. Dudley and that after the death of the Petitioner and her brother, Mr. Secretary, without issue, the estate would revert to Col. Dudley and the numerous family of Tyng from whom said estate came. Made no objection to Mr. Lynde, whose brother was father-in-law to Mr. Secretary and of nearer affinity. Only design was to bring trial to Salem where the jury would be under their influence. Suggest calling a new jury from the Book of Freeholders of the County, drawing 48, each side having right to strike out 12, 24 to be returned for trial, where each side would have liberty of justice, exceptions and challenges, and that a Special Court be ordered at Ipswich. Petition dismissed.

Answer of Elizabeth Brown and Elizabeth Crafts, widows, Richard Skinner, mariner, and John Skinner, shoreman, all of Marblehead, a general denial of petitioner's rights in same after her mother's death.

—*Vol. 17, pp. 432-6, 440.*

“May it Pleas your honour: this Day Elpeguead the second Chiefe of the Panobscut tribe with sum authers Desiard me to aquaint your honour that he Desiars that the yong Indian boy that was Left as a hostig, may be Returnd to them by the furst, autherways he is thoughtfull whether it will not create Mischief to befall us by sum. he further Desiars that whearas he in the time of war, Lent a Vessell to three Marvelhead men that wear Presonars, to go to thier home, and to Return in a set time with the Ransom for themselves and scooner, but he sais as it is now Peace he hath Nothing to say to the mens Ransom, but Expectes his Vessel to be Returnd by the furst, or sadisfacttion for her, or he shall think he is not Justly Delth with. with Respect Salutes Governor Dummer per John Gyles Enterpretor.”

—*Vol. 52, p. 375.*

Petition of Aaron Bourn of Marblehead, physician, to the General Court: Some time last June, John Eaglesfield, master of a ship then at Salem, sent Tho. Meazant, mariner, taken very lame in his service, to your Pet<sup>rs</sup> house at Marblehead till he could come and provide him a place which he did in about 3 weeks at Mrs. Douton's, where your Pet<sup>r</sup> was at a great charge in administering to him. Now as he is a poor man without either master or relation, a non-inhabitant, he is therefore properly a Province charge and your Pet<sup>r</sup> asks payment of his account of £35-5-6.

And after doing what he could for this poor lame man, the Selectmen of Marblehead, who have since taken care of him, sued for remuneration by your Pet<sup>r</sup> at Salem, December last, and to give security for his further support, stating that Meazant was brought to Marblehead in June last and became a Town charge in November. Your Pet<sup>r</sup> was ordered to give bond for his further support, pay costs, &c. unless the General Court should relieve him by supporting him at Province charge. Your Pet<sup>r</sup> appealed to Court of Assise at Ipswich in May where it was continued till the next to allow this petition.

In defence your Pet<sup>r</sup> states that action is grounded on Province Law p. 22, becoming an inhabitant and one of the Towns poor by 3 months residence, he that receives being security; your Pet<sup>r</sup> did not entertain him for that time but the Widow Dutton did; such law is repealed by Province Law p. 154, where a man is not Town's poor until he has resided there 12 months after being warned out. Town could have warned him out at any time but did not which clears your Pet<sup>r</sup>. Town could not be chargeable as lame man was a stranger, fallen under misfortune in a voyage, not as a passenger but as a mariner and by the Act of God was lamed and thus properly a Province charge. The Court held that the Town was chargeable unless he was warned out and if so his entertainers were liable to the Town. The Selectmen have given your Pet<sup>r</sup> their account and he waits upon the Court for said amount of £98-6-7 in their behalf and also £22-11-7 for your Pet<sup>r</sup>'s charges in law.

Meazant allowed to be a Province charge and Dr. Aaron Bourne to be paid £111. 6d. as full for his and the town's bill. —*Vol.* 105, *p.* 117.

1734, July 2d, To 500 of, The Reverend Mr. John Barnards Election Sermons @ 1/5d, £35.8.4.

September 5th, 1734, Sworne to before the Committee and Examined, J. W.

Boston 4 September 1734, Errors Excepted, per Thomas Hancock.

(Rev. John Barnard of Marblehead was requested Feb. 28, 1733/4, to preach the Election Sermon on the last Wednesday of May; thanked for the same and copy asked for the press May 30, and the above bill was ordered paid September 5, 1734. See Council Record.)

—*Vol.* 58, *p.* 303b.

Writ: "Charles Redden of Marblehead, guardian of Thomas Hawkins vs. Thomas Homans of Boston mariner; debt; for on Nov. 30, 1735, "at a place called Boston in Marblehead," taking him in the ship Mary Galley, of which defendant was master, bound for Cadiz, said Hawkins being under age and "son-in-law" of said Redden, without said Redden's consent or that of his wife Hannah, mother of said Hawkins, and contrary to the act passed May 28, 1718, forbidding apprentices to be so conveyed away; dated Salem, Jan. 4, 1736; signed by Michael Sewall, clerk; and served by William Nichols, for Sheriff Hiller.

Receipt, dated Marblehead, Oct. 28, 1735, given by Thomas Hawkins to Thomas Homans for £6, for one month's pay in the ship Mary to some port in Spain or London, and another for £9.2s.4d., dated June 14, 1736, in full for services on board the Mary.

Receipt, dated Boston, Jan. 5, 1736-7, given by Charles Reddien to Captain Thomas Homans for £6. in full for Thomas Hawkins going the last voyage and being discharged in England. Wit: John Staniford and James Pemberton, Jr. Sworn to, Sept. 10, 1739, before Thomas Hubbard, Justice of the Peace.



Verdict in Inferior Court at Salem, March-December, 1737, for plaintiff, £50. Execution satisfied, Dec. 7, 1739. Wit: Daniel Dupee. —*Vol. 63, pp. 527-536.*

“At a meeting of the Proprietors and Common Auditors of the New Meeting House in Marblehead held at Said House on Tewsday the 2d of August A. D. 1737.

“Voted that Deacon John Hooman be Moderator. Voted that Messieurs John Palmer John Stacey John Hooman Jonathan Procter Edward Stacey Nathan Bowen John Skinner the present Committee be and hereby are directed and Impowered to take and pursue all Such proper methods as in their prudence they Shall Judge most Conducive to the peaceable Resettlement of a Minister with us and Receive from the Province Treasury all Such Sums of money as is allready Or Shall hereafter be granted to us to that End.

“Attest John Skinner Clark.”

“Captain Joseph Smethurst: Sir We the Subscribers A Committee above mentioned do hereby desire and Impower you to Receive Out of the Province Treasury The One Hundred and forty pounds Bills of the New Tenor Granted to the above Mentioned proprietors By the Greate and General Court the better to Enable them to Resettle a Minister in the Room of the Reverend Mr. Edward Holyok their Late pastor and your Receipt for the Same Shall be a Sufficient Discharge from

“Yours

Nathan Bowen  
John Skinner  
Jonathan Procter

John Homan  
Edward Stacey  
John Stacey.

*(To be continued)*

## DESCENDANTS OF ROGER PRESTON OF IPSWICH AND SALEM VILLAGE.

BY CHARLES HENRY PRESTON.

(Continued from Volume LXII, page 288.)

William Preston owned the covenant in the Second Church, Windham, in 1728, and Will<sup>m</sup> Preston and wife Lois were received into full communion there 13 May 1739.

The will of William Preston is dated 6 Aug. 1778 and proved 1 Oct. 1778. He gave his wife Lois all his real and personal estate for her disposal as she should see fit, except small legacies to his sons and daughters: Stephen, Tamar Parish, wife of John Parish, Jun., Rechama Kenedy, wife of Daniel Kenedy, Lois Smith, wife of James Smith, Mehitable Simons, wife of Jacob Simons, Sybil Baker, wife of Samuel Baker, and William Preston, executor.

Lois Preston of Windham sold Stephen Preston of Windham, forty-five acres of land there, 10 May 1779, and he sold the same to Enoch Freeman of Mansfield, 30 Jan. 1780.

IV. 68. JOSEPH PRESTON (Jacob, Samuel, Roger), bapt. in Andover, 14 Sept. 1712; married in Windham, 23 Apr. 1734, Elizabeth, daughter of Nathaniel and Phoebe Robins; she died before April 1753; married, second, in Coventry, Conn., 14 Feb. 1754, widow Abigail Badcock. Died in Coventry, Mar. 1791, "Aged Mr. Preston." Died there 17 Dec. 1803, "Widow Preston aged 94 years."

### Children:

177. HANNAH, b. 21 Jan. 1734/5 in Windham; m. 26 Aug. 1754 in Coventry, Ebenezer Badcock, 2d.
178. NATHANIEL, b. 26 Mar. 1737 in Windham; bapt. 5 June 1737, 2d. ch. Windham; may have m. in Norwich, 19 Apr. 1759, Marcy Hall, "both of Norwich."

179. ELIZABETH, b. 3 Nov. 1739 in Windham; bapt. 6 July 1740, 2d. ch. Windham; m. in Coventry, 3 July 1763, Elihu Badcock.
180. MERCY, m. Hudson Babcock in Coventry, 1767.
181. ABIGAIL, b. 15 Apr. 1744 in Coventry; bapt. 22 Apr. 1744, in Bolton, Conn.
182. MARAH, b. 23 Nov. 1746 in Coventry; bapt. 30 Nov. 1746, in Bolton.

Jan. 16, 1733/4, Jacob Preston of Windham, "for love and affection," sold his son Joseph Preston, part of a house and land, bounded by land of his son William; Joseph was then just over twenty-one years old and was married soon after. Joseph Preston and his wife Elizabeth were admitted to full communion in the Second Church, Windham, 27 April 1736. In 1747, when the church in the part now Andover, Conn., was set off from the church in Hebron, Joseph Preston was one of the householders.

In the settlement of the estate of Nathaniel Robins, 7 April 1753, mention is made of widow Phebe, son Jehiel, heirs of Elizabeth Preston, deceased, Anna Gates, son John, Prudence Smith and Abigail Carver.

Nothing more is known of the family of Joseph Preston. A Joseph Preston appears on a roll of Capt. John Slapp's (of Mansfield) company, "to build forts north of Albany," May, 1755. Also on roll of same company, enlisted Mar. 26, 1757, "N Joyned."

IV. 69. JOHN PRESTON (Jacob, Samuel, Roger), born in Andover, 12 Jan. 1716 (18 Jan., in his grandson Shubal's Bible); died in Ashford, Conn., 4 Jan. 1776; married in Windham, 9 Dec. 1736, Mary, daughter of Joseph and Elizabeth Ford;\* born there 6 Apr. 1717 (17 Apr., in grandson Shubal's Bible); died 7 Mar. 1796.

\* Joseph Ford of Windham m. Elizabeth ———; she d. 10 Sept. 1754; he m. 2d, April. 1755, Mrs. Sarah Greenslit of Scotland, Conn.; he d. 18 June, 1758. Children:

1. JOSEPH, b. 20 June 1705, in Windham; called in will, of Somers; m. 22 Apr. 1730, in Windham, Hannah Groves.
2. NATHANIEL, b. 3 June 1707.



Children, first two born in Windham, others in Ashford:

183. JOHN, b. 19 Sept. 1737; bapt. 20 Nov. 1737, 2d ch. Windham.
184. AMARIAH, b. 7 Feb. 1738/9; bapt. 25 Feb. 1739, 2d. ch. Windham.
185. MEDINE, b. 28 Jan. 1740/1.
186. MARY, b. 13 Dec. 1742; (a Mary Preston m. in Ashford, 12 Jan. 1775, Jonathan Curtis).
187. WILSON, b. 18 Nov. 1744; bapt. 30 Dec. 1744, in Ashford.
188. ANNA, b. 10 Apr. 1747; bapt. 19 Apr. 1747, in Ashford.
189. JAREE, b. 13 Mar. 1749; bapt. 20 Aug. 1749, in Ashford.
190. HOVEY, b. 13 Nov. 1751.
191. TIRAS, b. 6 Oct. 1752.
192. JUNIA, b. 21 Oct. 1754; "The 16th day of October 1755 Baptized by the Revd. Mr. Moseley Judyah son of John Preston" (Ashford Church rec.).
193. AMOS, b. 9 Oct. 1756; bapt. 13 Nov. 1757, in Ashford.
194. ZERA, b. 30 June 1759; bapt. 8 July, 1759, in Ashford.

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3. SARAH, b. Mar. 1710; d. Sept. 1713.
  4. ELIZABETH, b. 20 Dec. 1712; m. 1st, 3 Aug. 1735, William Durkee; 2d, Joseph Martin, 17 Oct. 1751.
  5. SARAH, b. 20 Dec. 1714; m. 6 June 1748, Joshua Farnum.
  6. MARY, twin, b. 6 Apr. 1717; m. John Preston.
  7. JOHN, twin, b. 6 Apr. 1717; m. 5 Aug. 1735, Mary Pease.
  8. ABIGAIL, b. 12 June 1719.
  9. KESIA, b. 27 Mar. 1721.
  10. HANNAH, b. 9 Sept. 1723; m. 23 April 1739, Manasseh Farnum.

Nathaniel Ford, son of Joseph and Elizabeth Ford, b. 3 June 1707; m. 1 Apr. 1730, Dinah, daughter of George Holt of Andover, Mass.; she d. 12 Jan. 1763; he m. 2d, 7 July 1763, Hannah Bingham; he d. 25 Oct. 1779, in 73d year; she d. 9 Apr. 1803.  
Children:

1. ELIZABETH, b. 4 June 1733.
2. DINAH, b. 17 Sept. 1735; m. Daniel Preston.
3. EUNICE, b. 25 May 1737; d. 21 Aug. 1754.
4. NATHANIEL, b. 7 Nov. 1739; d. 9 Oct. 1758.
5. AMOS, b. 2 Aug. 1742.
6. ABRAHAM, b. 29 Aug. 1744.
7. JONATHAN, b. 20 Sept. 1746.
8. GEORGE, b. 7 Mar. 1748/9; d. 17 July 1750.
9. SARAH, b. 2 July 1751; m. Thos. Moseley; d. 21 Mar. 1821.
10. PHINEAS, b. 26 Mar. 1755.

John Preston lived several years in Windham after his marriage. By a deed dated 18 Apr. 1740, Jacob Preston and John Preston, Jun., sold Jacob Preston, Jun., all of Windham, fifty acres of land in the north part of Windham with house and buildings "ye whole of farm which belong to us." This is approximately the date of his removal to Ashford, for his third child was born there, in Jan. 1741.

John Preston and Mary his wife were admitted to full communion in the church in Windham Village, 13 Nov. 1737; they were received into the church in Ashford from the church in Windham Village, 19 Apr. 1741; "John Preston and his wife Mary Preston having been in full communion in the 2d Church of Christ in Windham and having a letter from the Rev. Mr. Mosely recommending them to the fellowship of the church here, the brethren receiving them by their vote their son Jonathan Preston was baptized Apr. 19th 1741." It would seem that the son Medine was the only one who could have been baptized at that time. July 22, 1753, a second "Jared Preston, son of John Preston" was baptized; unless this was a mistake for Tiras it cannot be explained, for there was only one John Preston living in Ashford at that time, except John, Junior, who was only sixteen years old in 1753, and was not married till 1759.

John Preston had a remarkable family of sons, there being ten of them, and at least eight of the number served in the Revolution. John Preston, Jun., Tiras and Zera Preston enlisted from Ashford, or that vicinity; Amariah, Hovey and Junia Preston enlisted from Uxbridge, Mass.; Amos enlisted from the adjoining town of Sutton, while Wilson, who was living in Uxbridge as late as 1771, enlisted from Hatfield, Mass. It is very doubtful if another family can be found with a record equal to this.

John Preston settled in the part of Ashford now known as the Westford parish, where he bought a large tract of land and built a house which was later occupied by his son, Sergeant John. They are said to have lived on what is called Mount Hope River.

IV. 70. JOHN PRESTON (John, Samuel, Roger), born probably in Killingly, Conn., 1708; married, 18 March 1730/1, in Windham, Eleanor, daughter of John and Deliverance (Towne) Stiles,\* of Boxford, Mass.; born there, 17 Feb. 1702/3.

Children:

195. ASA, b. 8 June 1732, in Windham; bapt. 11 June 1732, 2d. ch. Windham.
196. JOHN, b. 12 Apr. 1735, in Windham; bapt. 20 Apr. 1735, 2d. ch. Windham.
197. A child, bapt. May 1737, 2d. ch. Windham.
198. JOHN, bapt. 25 Mar. 1739, 2d. ch. Windham.
199. ANNE, b. 7 Aug. 1741, in Ashford; bapt. 23 Aug. 1741, in Ashford.
200. STEPHEN, born 19 May 1743 (family record); bapt. 18 Sept. 1743, in Ashford.
201. JONATHAN, b. 10 May 1746, in Ashford; bapt. 15 June 1746, in Ashford.

When John Preston was about eighteen years old his father moved from Killingly to Windham and settled near

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\* John Stiles (John, Robert), born at Rowley Village, Mass., 30 June (or Jan.) 1661; m. 24 Nov. 1684, Deliverance, twin daughter of Jacob and Catherine (Symonds) Towne of Topsfield, Mass.; b. at Topsfield, 5 Aug. 1665; d. 16 May 1705; he m. second, Mary ———, who outlived him and d. 13 May 1753; Rowley Village was what is now Boxford.

Children:

1. DELIVERANCE, b. Sept. (or Oct.) 1685, in Boxford.
2. RUTH, b. 17 Feb. 1686/7; m. Elias Smith.
3. JOHN, bapt. 16 Dec. 1688; m. Eleanor Pearl.
4. ELIZABETH, m. John Frame of Windham.
5. MARCY, bapt. 2 Dec. 1694.
6. MEHITABLE, b. 22 Oct. 1700; m. Samuel Gould.
7. ELEANOR, b. 17 Feb. 1702/3; m. John Preston.

John Stiles, in his will, dated 15 Jan. 1732/3, mentions wife Mary, dau. Ruth Smith, dau. Mercy Blanchet, dau. Mehetible Gould, dau. Eleanor Presson, and son John Stiles.

John Frame was of Boxford, Mass., but had moved to Windham previous to Eleanor's marriage, which probably accounts for her marriage in Windham.



the other Prestons in Windham Village, near the Pomfret line; this was early in 1726, and 17 Apr. 1729, John Preston of Windham "for love and affection" sold his son, John Preston, fifty acres of land which was "one half of the twelfth lot" and was bounded southerly by land of Nathaniel Woodward, easterly on the highway, westerly "on my land" and northerly by land of Timothy Pearl.

His father in his will, dated 13 Sept. 1731, said: "To my beloved son John Presson I give five shillings which I judge with what I have already given him . . . full portion of my estate."

In 1739 John Chandler of Woodstock sold John Preston "taylor" of Windham, land in Ashford, and he probably moved to Ashford soon after that purchase, for their next child was born in Ashford in 1741, and Apr. 4 1742 "John Preston and Eleanor Preston his wife were accepted by a vote of the church coming with a letter from Rev. Mr. Mosely recommended them to the fellowship of this church." (Ashford Church records.)

They had been admitted to the second church, Windham, 19 Oct. 1736. They remained in Ashford until 1747, and Oct. 11th of that year "John Preston, Sen. and Eleanor his wife were dismissed to the church of Christ in Litchfield" (Ashford ch. rec.).

15 June 1756, John Preston purchased land in Harwinton, for one thousand four hundred pounds.

IV. 74. JOSEPH PRESTON, 2d. (John, Samuel, Roger), born in Killingly; baptized there 28 Feb. 1717; married in Windham, 8 Apr. 1738, Mary Frame,\* possibly daughter of John and Elizabeth (Stiles) Frame of Boxford, Mass., who was born 9 Oct. 1720.

\* A John Frame m. in Windham, 9 Oct. 1746, Lydia Johnson; he may have been a brother, b. 28 Feb. 1722/3; they were both children of John and Elizabeth (Stiles) Frame of Boxford, who moved to Windham, Conn., after the birth of their daughter Lydia, 2 May 1726.

## Children :

- 202. Aaron, b. 22 Apr. 1741, in Union, Conn.
- 203. MEHITABLE, b. 29 Sept. 1743, in Union, Conn.; may have married as 2nd wife, Manassah, son of Joseph and Mary (Wheeler) Prentice (Preston—Griswold Ch. rec.).
- 204. JOSEPH, b. 15 Mar. 1746, in Union, Conn.
- 205. MARY, b. Apr. 1748, in Union, Conn.
- 206. DANIEL, b. 11 July 1750, in Norwich, Conn.
- 207. MARY, b. 29 Dec. 1753, in Norwich, Conn.

Joseph Preston received twenty pounds by the will of his father, for staying at home and assisting his mother in managing the farm. When he was twenty-one years old there was to be a distribution of the estate, and he was to have the farm, provided he paid the other legacies; otherwise the estate was to be divided. Joseph evidently did not choose to keep the place, for in 1739, Joseph Preston, then of Pomfret, "son of John Preston of Windham, deceased," sold Stephen Smith, his brother-in-law, all his right in his father's land and buildings and right in the widow's third." (Windham Deeds, vol. H, p. 30.)

The History of Union, Conn., states that Joseph Preston came from Ashford to Union in 1743 and bought land of William Ward. Dec. 31, 1751, Jeremiah Clements of Norwich sold Joseph Preston of Norwich, "land near ye Landing place with that part of ye dwelling house that I bought of William Fountain (Norwich Deeds, vol. 10, p. 407), and in Jan. 1753, Joseph Preston sold the same to Daniel Rockwell (Norwich Deeds, vol. 11, p. 314).

A Joseph Preston appears as corporal on a roll of Capt. Elizur Goodrich's (of Wethersfield) company in French and Indian war. Enlisted Apr. 16, 1755; reported "dead or captivated" Sept. 8, 1755.

IV. 75. BENJAMIN PRESTON (John, Samuel, Roger), born in Killingly, Conn.; baptized there, 22 June 1718.

Sept. 10, 1739, Benjamin Preston of Pomfret, carpenter, son of John Preston, late of Windham, sold Stephen Smith of Windham, all his right in the land and buildings which his father died possessed of.

IV. 76. THEODORE PRESTON (John, Samuel, Roger), born in Killingly, Conn., about 1720; married in Windham, 29 Jan. 1741/2, Eunice Bunde.

Children, born in Windham:

208. EUNICE, b. 29 Sept. 1743; bapt. 2 Oct. 1743, 2d. ch. Windham.

209. SARAH, b. 6 Apr. 1747; bapt. 12 Apr. 1747, 2d. ch. Windham.

210. SUSANNAH, b. 1748; bapt. 16 Apr. 1749, 2d. ch. Windham.

Theodore was "Recom<sup>d</sup> to Tolland" Sept. 6, 1741, from the second church, Windham, but certainly did not remain there long. April 29, 1741, he discharged his guardian, Eleazer Crocker of Willington, having received his part of his father's estate; this indicates the early part of 1720 as the probable date of his birth.

Theodore purchased the rights of most of his brothers and sisters in the estate of his father; that of Jonathan he bought in 1742, that of William in 1742; those of Mary, Joseph and Benjamin in 1744, and that of David in 1746.

Feb. 13, 1748/9, Theodore Preston of Windham, for £1200 sold Timothy Pearl two tracts of land in Windham. First "that on which I now dwell and where my dwelling house stands." Second, a piece of land at the west end of the twelfth lot, fifteen acres, in partnership with Ebenezer Griffin, with a dwelling house and blacksmith's shop thereon (Windham Deeds, vol. I, p. 261). Theodore Preston may have removed from Windham at about that time, for no record is found of him after April, 1749.

In the deed of Aug. 18, 1742, in which his mother Mary conveyed to him his brother Jonathan's right in the estate of his father, Theodore Preston is called blacksmith.

IV. 77. WILLIAM PRESTON (John, Samuel, Roger), born in Killingly about 1721; died in Ashford, 1776; married Mary Avery in Pomfret, 9 Oct. 1746 (Pomfret Town Rec.); married Miss Averill 9 Oct. 1746 (Windham 2nd Church Rec.).

Children:

211. ABIA, b. 9 Oct. 1747, in Pomfret; d. there 5 Jan. 1748.



- 212. ABIA, b. 1 Nov. 1748, in Pomfret; bapt. 13 Nov. 1748, 2d. ch. Windham; m. ——— Lamb.
- 213. RUTH, b. 29 July 1750, in Pomfret; bapt. 2 Dec. 1750, 2d. ch. Windham; d. 23 Oct. 1754.
- 214. SAMUEL, b. 12 July, 1752, in Ashford; bapt. 11 July, 1752, in Ashford; d. 6 Oct. 1754.
- 215. EBENEZER, b. 6 Nov. 1754, in Ashford (Eleanor in Weaver MS.); d. 13 Nov. 1754.
- 216. MARY, b. 19 Oct. 1755, in Ashford; m. ——— Webb.
- 217. WILLIAM, b. 6 Mar. 1758, in Ashford; bapt. 22 Mar. 1758, in Ashford; not mentioned in his father's will, 1776.
- 218. RUTH, b. 5 June 1760, in Ashford; bapt. 8 July 1760, in Ashford.
- 219. SARAH, "youngest daughter," mentioned in will, 1776.
- 220. SAMUEL, b. 1763; mentioned in will, 1776.

In 1742 William Preston of Pomfret sold Theodore Preston of Windham "All my right in the land and buildings of our father John Preston late of Windham and my share in the third of our Mother Mary" (Windham Deeds, vol. H, p. 166).

William Preston was one of those who formed a separate Society at Abington in the town of Pomfret, 1 April 1749.

William Preston of Pomfret bought land in Ashford of Jonathan Baker, 2 Mar. 1751, and in June, 1752, while still of Pomfret, bought land in Ashford, but in Dec. 1752, he received a deed of lands from E. Dimmock in which he is called of Ashford; the remainder of his life was passed in Ashford.

Oct. 5, 1764, Medina Preston (185) and William Preston of the western part of Ashford, objected to a division of the Society: "We think the addition from Willington prayed for will not make it equal to the other Society nor to the necessary changes of the ecclesiastical Society by reason of the badness of the land and smallness of the list of inhabitants. Choose rather to enjoy our privileges in one society but are willing to have a committee sent as prayed for."

In the settlement of the estate in 1779, mention is made of Abia Lamb, eldest daughter, Mary Preston, second

daughter, Ruth Preston, third daughter, Sarah Preston, youngest daughter, and Samuel Preston.

IV. 79. DAVID PRESTON (John, Samuel, Roger), born in Killingly, Conn.; baptized there, 10 Oct. 1725; married in Ashford, Conn., 22 June 1747, Susannah Mason.

Children, born in Ashford:

- 221. MEHETABLE, b. 19 Apr. 1748; bapt. 29 May 1748, in Ashford.
- 222. PHEBE, b. 9 Mar. 1750; bapt. 8 Apr. 1750, in Ashford.
- 223. JOHN, b. 25 Oct. 1756; bapt. 24 Oct. 1757, in Ashford.
- 224. DAVID, b. 25 Feb. 1758; bapt. 7 May 1758, in Ashford.

David Preston sold his brother, Theodore Preston, all his right in the estate of his father, John Preston, late of Windham, and his right in the third of his mother, Mary Preston, after her death, Nov. 21, 1746, David then being of Ashford. He probably moved to Canaan, Conn., soon after 1758, as is shown by the pension record of his son David.

IV. 83. JOSEPH PRESTON (Joseph, Samuel, Roger), born in Andover, Mass., 22 Aug. 1713; died in Windham, Conn., 24 Feb. 1737/8; ("Joseph Preston husband of Phoebe Farnum died 24 Feb. 1737/8," Windham rec.); married, 9 May 1735 (Windham 2d. Ch. Rec.), Phebe Farnum; administration was granted on her estate, 3 Apr. 1750.

Child:

- 225. HENRY, bapt. 14 June 1736, 2d. ch. Windham.

Joseph and Phebee Preston were admitted to full communion in the 2d. Church, Windham, 14 June 1736.

Administration was granted on the estate of "Mrs. Phebe Preston Late of Windham decd." to Eliphalet Farnum of Canterbury, 3 Apr. 1750 (Windham Probate, vol. 2, p. 294).

Apr. 4, 1750, Peter Robinson of Windham and John Hebbard of Canterbury were chosen by Eliphalet Farnum,

admr., to apprise the estate of Phebe Preston (Wind. Prob., vol. 4, p. 82).

Mar. 3, 1757, "Then the adminis<sup>r</sup> on the above estate exhibited a receipt from Henry Preston only heir to sd estate to the sum of £86:6:0 in full to answer the inven<sup>t</sup> £147..18s.

A Henry Preston of Fredericktown, Va., and Sarah Winchester of Ashford were married in Ashford, Conn., 7 Jan. 1801.

A Henry Preston appears on a roll of Capt. Ezekiel Pierce's company (of Plainfield), enlisted Apr. 16 1755, discharged Dec. 9, 1755, dated at Saybrook.

Also on a roll by a company of which Capt. John Payson (of Hartford) and James Tracy (of Windham) 1st Lieut. were officers; enlisted April 6, 1756, discharged Dec. 2, 1756.

Also on a roll of men in Lt. Col. Eleazer Fitch's Co. in last year's service and to have half pay.

Also on a roll of Capt. Jonathan Rudd's (of Windham) company, drafted for relief of Fort William Henry 9 and 10 of Aug. 1757; 15 days service.

Also on a return dated 10 Aug. 1757. Roll of 1st company of militia drafted out of the 5th regt. of militia on the 9th and 10th of Aug. to march for the "succour, release & assistance" of forces under Maj. General Webb at Fort Edward and Fort William Henry and put under command of Capt. Jonathan Rudd. Henry Preston from Capt. Rudd's Co.

IV. 88. CAPT. LEVI PRESTON (Isaac, Levi, Roger), born in Cumberland Co., N. J., 1732; died 1795; married Dedamia ———.

Child:

226. NANCY, b. 18 Oct. 1768; d. 27 May 1847; m. Benjamin Stratton Ogden.

Levi Preston was captain of first battalion of New Jersey troops during the Revolutionary War, May 3, 1779.



IV. 89. COL. ISAAC PRESTON (Isaac, Levi, Roger), born in Fairfield, Cumberland Co., N. J., 20 Nov. 1735; died at his quarters in camp at the Forks of the Raritan, 6 Mar. 1777 (5 or 6 of Mar. in History of Cumberland Co.); married Hannah Bower, daughter of John (?) Bower; born 20 Mar. 1737; died of smallpox, 1782.

Children:

- 227. BATHSHEBA, b. 14 Oct. 1756 (1757 in another record).
- 228. HANNAH, b. 22 May 1759; d. 17 Mar. 1835; m. 1 Jan. 1782, Ezekiel Foster; b. 9 Apr. 1759.
- 229. ELIZABETH, b. 15 Mar. 1762.
- 230. PRISCILLA, b. 13 July 1763; m. Jeremiah Foster, b. 17 Apr. 1763; their son Jeremiah Austen Foster, m. Deborah Rulon; ch.: Henry Rulon, Asa Rulon and Mary Rulon. Henry Rulon Foster, b. 25 Feb. 1810, m. Margaret Shute Bowen, b. 20 Sept. 1815; ch.: Harriet Newell, b. 1833; Lydia Harper, b. 1835; Robert Bowen, b. 1841; Margaret Riley, b. 1845; Mary Ellen, b. 1843; Emma Bodine, b. 1850; Samuel Bowen, b. 1852; Mary E. Foster and Emma Bodine (Foster) McCowan, have taken an active part in having the old Christ Churchyard, below Fairton, where the gravestone of Levi Preston stands, put in order and enclosed with a substantial fence.
- 231. ISAAC, b. 26 Apr. 1765.
- 232. JOHN BOWER, b. 23 Oct. 1769.
- 233. DAVID, b. 29 Nov. 1772; d. 17 Nov. 1800.
- 234. RUTH, b. 29 Aug. 1774.
- 235. THEODOSIA, b. 21 May 1776.

Col. Isaac Preston lived on the same farm where his grandfather Levi settled, or a portion of it. He was a freeholder 1773 and 1775.

He was very active during the early part of the Revolution until his death in the service in March, 1777. The following extracts from the diary of Ebenezer Elmer in the History of Gloucester, Salem and Cumberland Counties, are interesting in this connection:—

“June 29, 1775. Capt. Preston exercising about 30 of his men together at Isaac Harris’ (in Fairfield) came up to the Cross-Roads (New England Town) with them. Fired street-firing great part of way.”

"July 21, 1775. Committee set. Capt. Preston with number of soldiers came up. Exercised all the afternoon. In the evening a number of the militia under the drum, marched down to take R (Richard) Cayford but could not find him. Got Robert Wheaton and Richard Shay. Then a company of nine of us went to J. Wheaton's and took him, altho he fired again at us. Brought him to the Bridge(ton). He & Robert kept in Goal by a guard all night."

"July 22, 1775. Committee sat at 9 o'clock. The criminals taken the night before went before the committee, made their confessions & were let go upon their good behavior."

"July 26, 1775. Was over at John Westcoat's Wheaton Cayford and several men at D. Irelands who takes their part. J. Lawrence heard R. Wheaton say he would be damned but he would have Capt. Preston in Goal before tomorrow night for his conduct in taking him last Friday. Some of the committee and many others disapproving of what was done when the committee set greatly encourages the Tories and makes them determined to have revenge some way or other particularly on Capt. Preston, Adjutant Bloomfield, Richard Howell, Potter, Duffee, etc. What distressing times do we see. Confusion, War & Bloodshed abroad and at home. Will the Lord who is the Supreme General of the armies of the whole earth appear for us and deliver us from our troubles or we shall come to Ruin."

"October 4, 1775. Went down to Sayre's Neck. Talks that Preston's leaving the Company and being Major will very near break up the company."

From the same County History is the following: "Later in the war the militia of the county was several times in active service, one half of it being called out at a time, under the command of Col. and afterwards Brig.-Gen. Silas Newcomb & Cols. David Potter and Isaac Preston & Elijah Hand. Col. Potter was also appointed a Brig.-Gen. Feb. 21, 1777, but declined the office. Col. Isaac Preston's regiment was in service in the northern part of

the state where he died in the service at his quarters in camp, at the forks of the Raritan in Somerset Co. in March, 1777."

"Isaac Preston, Col. 1st Bat. Cumberland, Feb. 4, 1777; died at his quarters in camp at the Forks of the Raritan, Mar. 5 or 6, 1777."

Among officers of 1st Bat. is "Col. Isaac Preston promoted from Lieut-Col."

The will of Col. Isaac Preston is dated Jan. 8, 1775 (before the birth of daughter Theodosia) and probated Mar. 12, 1777.

I, Isaac Preston, of Fairfield, leave to my wife Hannah one half of all my personal estate, one third of all my lands and marsh during her life, and the use of every part of my buildings except the new cedar log house.

To my daughters Bathsheba and Hannah twenty pounds each when they are eighteen years of age. To my sons Isaac and John Bower all my lands and marsh, cedar swamps and outlands.

If either of these sons should die without issue, my son David shall have the part which is allotted to said son deceased.

When my son David is twenty one years old each of my other sons shall pay him fifty pounds each, unless he should get a part of my lands by the decease of either of my other sons. If either of them so die before my son David is twenty one years old then those who get the land shall pay my daughters Bathsheba, Hannah, Elizabeth, Priscilla and Ruth ten pounds each when they are eighteen years of age.

The profits and rents of all my lands to be applied to the bringing up and educating my children and paying the above legacies.

I appoint my wife Hannah my executrix of this my last will and testament.

The will of Hannah Preston, widow of Col. Isaac, is dated Jan. 12, 1782, and probated Mar. 1, 1782.

I Hannah Preston of Fairfield, relict of Colonel Isaac Preston deceased, at present laboring under smallpox, do make this my last will and testament.

I leave to my daughter Bathsheba five pounds. To my daughter Hannah ten pounds and my riding saddle. To my daughter Elizabeth ten pounds. To my daughter Priscilla ten pounds. To my son Isaac one cow, two yearling calves, thirteen sheep



being those now called his own. To my son John Bower one two year old heifer, being the one now called his own.

To my son David I leave twenty pounds to be put at interest until he is twenty one years old. To my daughter Ruth ten pounds to be put at interest till she is eighteen years old. To my daughter Theodosia ten pounds to be put at interest till she is eighteen years old.

All the rest of my estate to be equally divided among all my children excepting my son John Bower.

My three children David, Ruth and Theodosia to be put to trades at the discretion of my executors.

I appoint my father (?) John Bower and my son-in-law Ephraim Newcomb my executors.

“Lummis Grist Mill—This mill is also situated on Cedar Creek, about half a mile above the saw mill. It was erected by David Preston about 1790. A road was laid out from the Presbyterian meeting house, now the old Stone Church, by what is now Westcott's Station to the mill in June 1791, at which time it was called David Preston's new grist mill. It soon passed to Isaac Preston who sold 7 Mar. 1798 to William Conner and Jeremiah Nixon.” (Journal of Ebenezer Elmer.)

V. 97. JOHN PRESTON (John, John, Thomas, Roger), born in Salem Village, 8 Sept. 1746; died in Danvers, 23 Dec. 1827; married in Danvers, 13 Feb. 1772, Mehitable, daughter of Samuel and Martha White,\* born there, 1756; died there, Dec. 1820.

\* The Whites of Danvers were descended from Resolved White, brother of Peregrine White. The line is as follows:

William<sup>1</sup> White, probably son of Bishop John White of England. Came to New England in the “Mayflower,” 1620. Married in Leyden, Holland, 1 July 1612, Anna Fuller, sister of Samuel Fuller. Ch.: Resolved, b. Leyden, 1615; Peregrine, b. Provincetown harbor, 1620.

Resolved<sup>2</sup> White, b. 1615; m. 8 Apr. 1640, Judith Vassall, daughter of William Vassall (one of the “Adventurers” of the First Colony). Resolved White lived in Marshfield, then removed to Salem. He had eight children, one, Josiah, b. 1654. Resolved White was living in Salem in 1680, and was the last survivor but one of the male passengers of the “Mayflower.”

## Children, born in Danvers:

236. A daughter, b. 1 Oct. 1772; d. in infancy.
237. HANNAH, b. 4 Jan. 1774; d. 20 Apr. 1853; m. 9 July 1793, Moses Kimball 3d. Ch.: 1. Phoebe, b. 1 Feb. 1794, in Andover; 2. John, b. 10 Mar, 1795; 3. Dean, b. 25 Dec. 1796; 4. Moses, b. 6 Aug. 1798, d. young; 5-6. Jacob and Joshua, b. 27 Sept. 1800. Moses Kimball, the father, d. in Middleton 25 Aug. 1801. Hannah m. 2d., 21 Jan. 1807, Peter Cross of Danvers. Ch.: 1. Betsey Peabody, b. 7 Feb. 1808; m. Eben Putnam; 2. Hannah Preston, b. 16 May 1809; m. Eben Swinerton; 3. Syrena Proctor, b. 11 Sept. 1810; m. William Preston (256); 4. Moses Kimball, b. 26 Sept. 1812; m. 1. ——— Spaulding; 5. Hiram Preston, b. 13 Jan. 1816; 6-7, Jacob and Jareb, b. 13 July 1817.
238. JOHN, b. 2 Jan. 1776; d. May, 1799.
239. DAVID, b. 30 Nov. 1777.
240. BETSEY, b. 11 Nov. 1779; d. 31 Dec. 1850; m. 5 Nov. 1801, Col. Perley Putnam. Ch.: 1. Eliza, b. 29 July 1802; 2. Mary Ann, b. 19 May 1805; 3. Cynthia, b. 5 Oct. 1806; 4. Rebecca Cleaves, b. 1 Aug. 1808; 5. Adeline and 6. Augusta, b. 13 May 1810; 7. Perley Zebulon Montgomery Pike, b. 14 Feb. 1813; 8. John Preston, b. 19 June 1815; 9. Elbridge Gerry, b. 2 Apr. 1817; 10. Caroline Matilda, b. 2 July 1820.
241. JOSHUA, b. 23 Sept. 1781.

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Josiah<sup>3</sup> White, probably born in Scituate, 29 Sept. 1654, according to Davis and Savage, but as given in church records in Salem Village, he was 47 years old in 1705. He died between 3 March and 5 June 1710. He married before 1680, Remember Reed, daughter of Thomas Reed of Salem.

Samuel<sup>4</sup> White, born ——— in Salem, probably in what is now Boxford. Died in Salem Village after 1771; will proved 3 Jan. 1774; married before 1721 Dinah ———, who outlived him; left four daughters and one son Samuel, b. 1729; d. after 1799; born in Salem Village.

Samuel<sup>5</sup> White, born in Salem Village, 1729; died about 1800; married Martha ———, before 1756. Will proved 5 May 1800. Lived in Danvers. Children: 1. Joseph, b. 1762; 2. Samuel; 3. John, b. 1756; 4. Mehitabel, b. 1756; m. John Preston; 5. Lydia, m. ——— Knight; 6. Anna, b. 1770.

*(To be continued)*

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